



Floating Power

March/April 2012

**Honorary Life Members of the
Traction Owners Club**

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard



Published bi-monthly since 1976
Floating Power is the official magazine
of the Traction Owners Club Limited

Registered office:

58 St. Augustine Road, Griffithstown,
Pontypool, Gwent, NP4 5EZ

VAT Registration No. 993 2444 92

The opinions expressed by contributors are not necessarily those of **Floating Power** or the **TOC**. The **TOC** is not responsible for the results of following contributors' advice, nor does it necessarily endorse the products or services of any advertiser. The editor reserves the right to sub-edit submitted material as deemed necessary. This publication may not be reproduced in any form or part without the written permission of the editor.

Missing magazine?

Please contact John Oates
01629 582154
membership@traction-owners.co.uk

The closing date for input
for the May/June edition
of **Floating Power** is Friday 16th March

**Welcome to the following new Members
who have recently joined the TOC**

- 2248 Mr. Matthew Rigby, Hitchin, Herts
- 2249 Mr. Thierry Gest, Grimsby, N.E. Lincs
- 2250 Mr. Paul Bevis, Worcester, Worcs
- 2251 Mr. David Prest, London
- 2252 Aurelien Reboul, France
- 2253 Mr Gordon Linkletter, Canada
- 2254 Mr Tim Wassell, Burntwood, Staffs.
- 2255 Mr Michael Thompson, Gt. Haywood, Staffs.
- 2256 Mr Adam Twose, Exeter, Devon
- 2257 Mr Bill Cornford, Orpington, Kent

COVER IMAGE:

welcome

Vic Moran

It is with sadness that I have to inform you of the unexpected death of Vic Moran on the 8th January 2012.

Those of you who are also members of 2CVGB will be aware of the contribution that Vic made in his leadership of 2CVGB.

Our thoughts are with Dot and her daughters.

In this issue you will find, as well as all of the usual favourites, the first of an occasional series about the TOC Club Shop operation, an article about a mysterious commerciale, another story of a wartime escape by Traction and an article about the Tractions owned by Ernest Siddeley. Also you will find the entry form for the First UK Traction Avant Reliability Run, the entry form for the 2012 TOC Annual Rally, yet more information about the ICCCR 2012, an article by Mike Tebbett about his visit to the Bourse d'Exchange held in L'Aigle, France and information about a proposed TOC international gathering in 2013.

I am pleased to say that entries have started to come in for the 2013 calendar, so if you want to make the judges work difficult then get your cameras out.

As well as calendar photos I do need photos for the covers of Floating Power. If you would like to submit a photo please bear in mind if it is landscape for use across both covers that the right hand side of the photo will actually be the front cover so try to make that half interesting and also make sure the resolution is high.

Finally I would just like to make an appeal regarding Classified Adverts. If you have an advert running and it is no longer required please email me or telephone me to let me know.

Den Hewitt

Notable Dates

March and April

- 1st Mar 1937 11BL and 11B launched
- 10th Mar 1885 Pierre-Jules Boulanger born at Sin-le-Noble
- 10th Mar 1939 7C éco launched
- 15th Mar 1938 Pilote wheels fitted to Commerciales and Familiales
- 15th Mar 1939 Perfo engine introduced.
- 17th Mar 1938 Pilote wheels fitted to all other Tractions
- 4th Apr 1931 André Jules Michelin died aged 78
- 5th Apr 1878 François Lecot born at Nantua
- 24th Apr 1954 15-Six Hydraulique launched

Editorial	2	A Mystery Commerciale	18
New Members/Notable Dates	2	TOCtech	19
Contents	3	Correspondence	23
TOC Committee	3	Wartime Escape by Traction II	24
President's Ponderings	4	Ernest Siddeley and his Tractions	26
Chairman's Chat	5	Events Diary	28
In Committee	5	First UK TA Safety & Reliability Run	29
FBHVC News	6	TOC Annual Rally 2012	31
TOC Spares Corner	11	Finnish 2CV Guild/15th ICCCR 2012	32
TOC Club Shop Corner	12	L'Aigle Bourse d'Echange	34
Section Scene	13	Proposed 2013 Intl. TOC Gathering	35
Section News	14	Classified Advertisements	36
Correspondence	16	Display Advertisements	38

TOC Committee

The members of the committee of The Traction Owners Club are volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

PRESIDENT Bernie Shaw

Silvertrees, 2 Hardwick Close, Wellingborough,
Northamptonshire, NN8 5AE
01933 274382 president@traction-owners.co.uk

CHAIRMAN Bev Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP
01629 582154 chairman@traction-owners.co.uk

SECRETARY

The post of Secretary is vacant. Anyone interested in taking up
this position please contact Bev Oates.

COMPANY SECRETARY and TREASURER Tony Malyon

58 St Augustine Road, Griffithstown, Pontypool, Gwent,
NP4 5EZ 01495 763239 treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY John Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP
01629 582154 membership@traction-owners.co.uk

WEBSITE Mick Popka

151 Tadcaster Road, Dringhouses, York, North Yorkshire,
YO24 1QJ 01904 701005
webmaster@traction-owners.co.uk

SOCIAL SECRETARY Paul de Felice

Westfield Cottage, Nursery Road, Waltham Abbey,
EN9, 2JF 01992 890975 events@traction-owners.co.uk

HELPLINE Mick & Moira Holmes

35 Mays Avenue, Carlton, Nottingham, NG4 1AS
0115 911 8218/0115 911 0960/0870 012 2002/0044 115 911
8218/ 0044 115 911 0960 helpline@traction-owners.co.uk

CLUB SPARES Chris Treagust

98 First Avenue, Batchmere, Chichester, West Sussex,
PO20 7LQ 01243 511378 spares@traction-owners.co.uk

HEALTH and SAFETY Mark Harding

Sunnyside Farm, Church Lane, Parracombe, Barnstaple, Devon
EX31 4QJ 01598 763241 health-safety@traction-owners.co.uk

CLUB SHOP Steve Reed

1 Terwick Cottage, Rogate, near Petersfield, Hampshire,
GU31 5EG 01730 821792 clubshop@traction-owners.co.uk

EDITOR FLOATING POWER Den Hewitt

Eastern Cottage, 62 Claverham Road, Yatton, North Somerset,
BS49 4LD 01934 834274 editor@traction-owners.co.uk

NON-DESIGNATED

Colin Gosling

Tony Hodgekiss

94 Oving Road, Chichester, Sussex, PO19 7EW 01243 781040

John Ogborne

4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP
01749 675312

Peter Riggs

6 Newton Close, Rushden, Northamptonshire, NN10 0HR
01933 419863

Steve Reed

1 Terwick Cottage, Rogate, near Petersfield, Hampshire,
GU31 5EG 01730 821792

ADVISOR to the COMMITTEE

COMMITTEE ARCHIVIST & CHILD PROTECTION

Lynda Ogborne

4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP
01749 675312 child-protection@traction-owners.co.uk

President's Ponderings



Photo courtesy of Keith Norris

During the Christmas break Bev and I had our attention drawn to an on-line "debate" on a web-based forum. It appeared that two distinctly separate matters - the contents of the TOC Website "Members Only" section and measures taken to prevent inadvertent copyright infringement by the TOC - had become mistakenly linked in the minds of some forum contributors the majority of whom were not TOC members.

I did not consider it appropriate to join the forum simply to try and correct such misinformation. Moreover, I believed that, once the Jan 2012 issue of FP started to circulate, my correspondence with Gerry Propsting (page 10) would set the record straight for Club Members and put an end to the affair. Fortunately that assumption does seem to have been correct.

However, in drawing it to our attention initially, one member expressed his fear that this "petty squabble" could damage the TOC if left unchecked. I am reliably informed that the matter did die down on 26th December and, following a Committee meeting in January, no further action is thought necessary in this instance. However, we have taken on board that member's concern(s) and therefore appeal to all members to ensure the likelihood of a similar situation arising in the future is avoided.

Airing such matters publicly is hardly likely to be good for the TOC's public image and the danger can be even greater if the basic "facts" are incorrect. I do not advocate brushing contentious items under the carpet but nor do I believe it is right to share an internal TOC matter with the world - especially when the committee has not been approached for an "official" comment. In this particular instance, had we been asked, it would have been made clear that the reason for holding some information for "Members Only" was not connected to the question of copyright in any way whatsoever. Had that happened much of the discussion would probably have been avoided.

In light of the above saga, in January the Committee felt it wise to revisit the question of the "Members Only" area on the website and also review our obligations under copyright law - with the following outcomes

Members Only - It remains the opinion of the Committee that some current members will sooner or later cancel their subscriptions if everything the Club offers to a paying member remains freely available to the world via our website. It will also become (even more) difficult to attract new paying members. It was unanimously agreed that the risk of a reduction in membership levels would not be in the long-term interests of the TOC and the earlier decision to maintain a website "Members Only" area was therefore upheld. (This is common practice in car clubs worldwide and enables certain information to be made readily accessible to the members without having to put everything into the public domain).

Copyright - Research had shown that a number of items on the Website might be subject to copyright protection and the TOC should seek permission before "publishing" them. We therefore agreed to immediately remove anything that could possibly fall in to this category and not upload it again until each item had been individually checked and, if necessary, the appropriate permission obtained. This action will affect all areas of the site, i.e. "Public" and "Members Only" and we apologise to all for any inconvenience this may cause. In future it will help if contributors (to either FP or the Website) check their own submissions for copyright (if applicable) and inform the Editor/Webmaster accordingly.

The TOC is proud to be a democratic organisation in which all members have an equal right to an opinion but, with over 500 members, there are bound to be occasions when some opinions differ. The Committee does its best to reflect the wishes of the majority - but to do that we need feed-back. As a matter of courtesy any member who is in any way concerned by a Committee decision should let us know first so that alternative opinions may be aired and receive due consideration. To this end any concern should be addressed to the Chairman or Secretary in the first instance.

And, talking of the Secretary Sadly we have just learned that, for personal reasons, Debbie Harding wishes stand down as Secretary with immediate effect. On behalf of the Committee I should like to thank Debbie for her hard work in the past. I should also like to take this opportunity to say HELP to one and all - we now need somebody able (and willing) to contribute to the running of the TOC by taking on the post of Secretary. In a nutshell the main responsibilities are to support the Chairman and Committee by booking rooms, distributing the agenda and reports prior to meetings and producing the minutes afterwards. Committee meetings are held every 3 months normally in Steventon or Tickford so consideration needs to be given to travelling to them. All volunteers are requested to contact Bev Oates in the first instance for more information about the role - book early to avoid disappointment! Thanks.

And now it's back to the garage for me - where the Cloverleaf is taking shape so fast that I am even beginning to amaze myself. We might yet be street-legal for DiD!

Bernie Shaw



I hope by the time you read this your Traction has rested over winter but has had hours of TLC getting it ready for a busy summer. I know our Traction is ready – but I must admit it is nothing to do with me so I will take no credit!

In this issue Bernie & I split the topics we covered so I have left Bernie to explain the discussions we have had concerning our TOC website and copyright.

I get the nice topic and my favourite – the social scene. What can we tempt you with? What events will we see you attending?

The first will be Drive it Day on April 22nd – hopefully most Sections will have a Run planned or be part of a bigger event. Do go along and meet members who live near you.

Next we have something different which I personally am looking forward to – the Reliability Run in County Durham. This will be a challenging drive of 155 miles in beautiful countryside. Thanks to Graham and Wendy for organising this and I know they are still willing to accept registrations.

At the end of June we have our annual rally in Shropshire. Martyn Baker has arranged an interesting weekend with a variety of visits which will hopefully suit everyone. The Hotel looks lovely so please book NOW as Martyn could only reserve so many rooms.

In August we have the major Citroën event for 2012 – the ICCCR meeting In Harrogate. This is being held over 4 days so I hope most of you can get there for at least part of it as a lot of work has gone into organising such a major event so please support it. I know the ICCCR committee is looking for volunteers to help over the weekend so if you can spare some time please let Mick Popka know.

Then we will be into autumn so time for the NEC event and our own AGM weekend.

We have decided to go to Stratford this year to the Stratford Manor Hotel which again looks lovely – have a look at their website. Unfortunately these events are on consecutive weekends. I don't know about you but I don't mind spending two weekends with my friends in the TOC! It gives me the chance to meet lots of people and do lots of talking (another favourite pastime of mine)!!

I am sorry but I can only really write about the UK events as they are the ones I know most about. However we are always keen to hear about events being held in Europe and further afield – do please write an article with photos so we know what Traction's are doing elsewhere in the world.

And finally.. just a quick note about an event planned for 2013.

David Morton, a member living in France has offered to organise an event in May at Chateau du Ludaix in the Vichy area.

More information on all of these events can be found in this issue of Floating Power so please keep reading....

Bev Oates

In Committee

We had a Conference Call on Tuesday 17th January. The main items discussed were:-

Finance

We have received a payment of £150 from Go Compare for allowing a link from our website. However they no longer wish to continue in 2012.

Social

Reliability Run – there are still places available but book soon.

Annual Rally – an application form to appear in the next FP. Members to be encouraged to sign up asap to help Martyn determine meal numbers etc.

NEC – to be held on 16-18 November. To be discussed in detail at the next committee meeting

AGM – booked for weekend of 24/25 November at the Stratford Manor Hotel.

Chateau du Ludaix – an offer of a TOC Rally for May 2013. Paul to publish details in FP

Club Shop

This has been taken over by Steve Reed. Steve looking to stock new items so will ask members for ideas and possibly logo designs.

Copyright & our website

This was a large part of the agenda and an update is given in the President's Ponderings.

Spares List

This should appear on the website very soon.

ICCCR

Mick informed us that 964 cars are now booked and he expected a rush in the next few weeks before the costs increase. More volunteers are needed – Mick to try and publish a list of duties required.

Stock take

To take place at Chris' on April 1st.

The next meeting is on March 11th at Newport Pagnall.

Bev Oates

HISTORIC VEHICLE MOT EXEMPTION REVIEW

As has been reported in recent FBHVC Newsletters, the possibility of exempting certain groups of vehicles from the requirement to have an annual MoT has been under discussion since the end of 2010, with the expectation that there would be a consultation on the subject towards the end of 2011.

The consultation was published at the beginning of November with the proposal that all pre-1960 vehicles should be excluded from MoT testing - this goes beyond the possible exemptions that had been mentioned in the Newsletter.

We have reproduced, below, the Introduction to the consultation in full (this sets out the legislative framework and DfT's thinking), followed by a summary of the options being considered by DfT. We urge members to read the whole consultation on the DfT website: www.dft.gov.uk/consultations/dft-2011-27 as it is not possible to reproduce the entire text.

1 Introduction

1.1 As part of the Reducing Regulation agenda and the desire to remove unnecessary burdens, the Government is proposing to exempt pre-1960 manufactured vehicles from statutory MoT test, as allowed under Article 4(2) of the EU Directive 2009/40/EC, and bring the age of vehicles requiring the statutory MoT test in line with The Goods Vehicles (Plating and Testing) Regulations 1988.

1.2 We consider vehicles manufactured prior to 1 January 1960 to be of historic interest. The purpose of this consultation is to invite views on proposals to exempt these vehicles from the statutory MoT test in GB.

1.3 Sections 45 to 48 of the Road Traffic Act 1988 provide the legislative basis for MoT testing. The purpose of the MoT test is to ensure that cars, other light vehicles (including some light goods vehicles), private buses and motorcycles over a prescribed age are checked at least once a year to see that they comply with key roadworthiness and environmental requirements in the Road Vehicle Construction and Use Regulations 1986 and the Road Vehicle Lighting Regulations 1989 (both as amended). A test certificate is issued following successful completion of an examination.

1.4 Whilst it is important to ensure that vehicles

are safe to use on the highway, it is also important to ensure that regulations imposed are not excessive. Currently, both the age and the categories of vehicles requiring the MoT test in GB go further than the EU Directive on roadworthiness test 2009/40/EC, which only subjects post-1960 registered vehicles to a compulsory roadworthiness test and does not require motorcycles of any age to do a statutory roadworthiness test.

1.5 The EU Directive of the European Parliament and of the Council, Chapter II, Exceptions, Article 4 states: "Member States may, after consulting the Commission, exclude from the scope of this Directive, or subject to special provisions, certain vehicles operated or used in exceptional conditions and vehicles which are never, or hardly ever, used on public highways, including vehicles of historic interest which were manufactured before 1 January 1960 or which are temporarily withdrawn from circulation. Member States may, after consulting the Commission, set their own testing standards for vehicles considered to be of historic interest."

1.6 The estimated 162,000 pre-1960 manufactured vehicles make up less than 0.5% of the approximately 32.7m licensed vehicles in GB that are required by law to have a MoT test. Two-thirds of pre-1960 manufactured vehicles are driven less than 500 miles a year.

1.7 Pre-1960 manufactured vehicles are largely well maintained by their owners. The initial MoT test failure rate for these vehicles in 2009 was less than 10%, whilst the initial MoT test failure rate for post-1960 manufactured vehicles was over 30%.

1.8 The Goods Vehicles (Plating and Testing) Regulations 1988 already exempts unladen pre-1960 manufactured Heavy Goods Vehicles (HGVs) from the roadworthiness test.

2 The proposals for consultation

2.1 (summarised)

Option 0 Make no change

Option 1 Exempt all pre-1960 manufactured vehicles from the statutory MoT test.

Option 2 Exempt all pre-1945 manufactured vehicles from the statutory MoT test, but continue to demand that 1945-1959 vehicles are tested (unless already exempt).

Option 3 Exempt all pre-1920 manufactured vehicles from the statutory MoT test, but continue to demand that 1920-1959 vehicles are tested (unless already exempt).

The consultation states that vehicles have not been separated by category or by use in the above options, so any exemption would include exemptions for, for instance, cars used for **wedding hire** and buses/coaches used for heritage tours.

Section VII of the 'consultation-stage impact assessment' that accompanies the consultation includes a statement that suggests that it will not be possible for any exempt vehicles to undergo a statutory MoT test on a voluntary basis.

We are seeking clarification from the DfT on certain aspects of the consultation, in particular on the ability to submit vehicles that fall inside the scope of any exemption to a voluntary test. This was originally an option agreed in principle by the DfT in talks earlier in the year but the extract from the impact assessment mentioned suggests this position has changed.

EU LEGISLATION

CHARTER OF TURIN

There has been a great deal of interest in the classic motoring press about this Charter, which is still only at the draft stage and has yet to be discussed in detail by the FIVA member organisations. The topic is on the agenda for the FIVA General Assembly to be held in Washington late 2011.

The FBHVC believe that the Charter is a positive step towards recognition of historic vehicles as part of our heritage and it is a very useful political tool – and it is just that: a political tool, and nothing more than that. It will redress the balance – other forms of transport (rail, water and air) already have their charters. It is important to show that it is not just buildings that are worthy of heritage status and international recognition. This Charter of Turin will be a document for FIVA to use when dealing with politicians and heritage organisations throughout the world. Without a specific definition of our vehicles we would not be able to ask for specific concessions. However if we want exemptions and privileges it is surely reasonable to expect us to operate to certain standards.

The Federation continues to support and encourage everyone to use, enjoy, and even modify, their historic vehicles without hindrance. We have found the EU and UK governments to be generally very supportive of the historic movement. They are supportive because they know that when giving concessions to us for our vehicles they are not promoting the use of unsafe and unroadworthy vehicles – and we must distance ourselves from these vehicles (which are very rare in the UK) and retain the movement's good name as responsible guardians of motoring heritage.

FBHVC representatives will be attending the FIVA meeting in Washington where there will be a discussion about the draft proposal. FBHVC will participate fully in the consultation which will follow the Washington meeting.

Some member clubs have also queried FIVA's definition of an historic vehicle which was agreed back in 2008. In February 2009 the chairman at that time, Chris Hunt Cooke, wrote the following article in January 2009, which is still true today and cannot be improved upon:

Few news items have generated as much correspondence as the report on the definition of an historic vehicle agreed by FIVA, which is: a mechanically propelled road vehicle: which is at least 30 years old; which is preserved and maintained in a historically correct condition; which is not used as a means of daily transport; and which is therefore a part of our technical and cultural heritage.

This definition is mostly for political lobbying purposes, and you have to look in an international context. For example, the EU Commission have given indications that while they are happy to consider legislative exemptions for a reasonably small number of vehicles, used for relatively low mileages, they would become concerned if the number of vehicles or the mileage they covered rose as a percentage of the total vehicle park. It is hoped that by lifting the defined age to 30 and excluding vehicles used for daily transport, this will be avoided. Some of the newer members of the EU from Eastern Europe have a considerable number of old vehicles in daily use and the EU would not wish to see them included in any concessions made for classic car purposes.

The adoption of this definition by FIVA does not mean individual countries will use it for all purposes, and it is unlikely it will have any impact in the UK.

That is a pity in some ways because it might get the rolling date for VED exemption moving again.

There are no indications at all that the powers that be in the UK have any thoughts about restrictions on mileage for exemption purposes, and the FBHVC have been very successful in ensuring that we are able to use historic cars in the UK with no more restriction than a modern vehicle. There were those who were very wary when the historic VED exemption first came in, fearing that some restriction might be the quid pro quo. Thankfully, that has not happened.

I was at the meeting in Brussels when FIVA voted on the new definition, and some countries do have real concerns, the Italians for instance currently have a 20 year rule, and were very concerned that their government might take this as a green light to increase that to 30. However, they were eventually persuaded to support the change by the argument in relation to lobbying the EU.

RED V5C ROLL OUT

DVLA introduced the new red V5C in August 2010. If there was a change made in the vehicle record, either for the vehicle or the keeper, a red front V5C was issued. From September 2011, when a vehicle is taxed or SORNed, DVLA will send the registered keeper the new red front V5C, if they have not already been issued with one. A DVLA leaflet, called 'Your New, Red Front V5C (INS215)', will be included with the new V5C.

This leaflet states: 'We [DVLA] will issue a new red front V5C for all vehicles by November 2012'. Although this is true for taxed and SORNed vehicles, DVLA have indicated that this is not the case for pre-SORN vehicles. A pre-SORN vehicle is one that was last taxed before 31 January 1998. Keepers of these vehicles also do not receive the renewal reminder for a tax disc or SORN (V11).

Why are pre- SORN vehicles not included in this initial roll out of the V5C? The names and addresses of the registered keepers of pre-SORN vehicles (assuming no ownership changes) will be at least 13 years old. It could be anticipated that a proportion of those

registered keepers may have moved, or will be deceased. Also a proportion of those pre-SORN vehicles may no longer exist. The vehicle will still be registered at DVLA even if a new V5C is not issued.

After November 2012, DVLA have indicated that they: 'will be reviewing the pre-SORN records, to establish how best to issue red front V5Cs free of charge' and will keep the FBHVC informed about how the 'mop up' exercise will happen.

If you wish to apply for a red front V5C before the free one arrives, you are likely to be charged £25. The DVLA recommendation is that registered keepers of pre-SORN vehicle do nothing at this stage.

SORN CLARIFICATION

The subject of SORning remnants of vehicles is a difficult subject for DVLA and there have been some misunderstandings, which prompted two questions from an FBHVC member:

1. Do I now have to apply for SORN for my vehicles that were recorded by DVLC in 1978?

The short answer is no. SORN is still only applicable to vehicles that were taxed on or after 31 January 1998 and known as pre-SORN.

2. If I do not apply for SORN is there a likelihood that the registration number will be allocated to another vehicle?

The short answer is again no, unless the number is transferable, and you as the registered keeper want to transfer the number to another vehicle. Also the vehicle needs to have an MoT before any transfer can take place.

On a related topic I was asked if it is necessary to alert DVLA to a recently imported car before it is restored, MOT'd and ready to be allocated with a registration.

Again the short answer is no. An unregistered, but insured vehicle can be driven to and from a pre-arranged MoT test. When registering the imported vehicle, just take the paperwork (not the vehicle) into your local DVLA office. Included in that package would be either the non-GB registration document, or the club's dating letter. It could well be the case that DVLA may look at the non-GB registration document and request a dating certificate and after inspecting the documents, DVLA may wish to inspect the vehicle. Once again, because this is a

prearranged DVLA inspection, it does not need to be registered with DVLA for the journey to and from the inspection.

CHASSIS/FRAME NUMBERS AND THE MOT

During the MoT test, the inspector will record on the MoT database the chassis/frame number as indicated on the vehicle. This is a mandatory requirement for vehicles first used on or after 1 August 1980 (except for kit cars). For 1980 vehicles onwards, the chassis/frame number is a 17 digit VIN, and the MoT inspector will already have advice on the location(s) of that single VIN (Vehicle Identification Number). The VIN is a standard format, with the last six characters being numbers.

For pre-1980 vehicles, the majority of which are historic, there can be up to three or more different numbers stamped on the vehicle. These numbers, if they are called anything, could be the chassis number, car number, or body number. On one model of vehicle there is one number stamped on the chassis, and a second number on the maker's plate, which is numerically 3000 higher than that on stamped on the chassis.

The MoT inspector cannot be expected to know which of the various numbers on a particular vehicle is the chassis/frame number as recorded by DVLA, nor will he have computer access to the DVLA record. Also the number might not be particularly legible, possibly because it has not been stamped clearly, or might include -, /, or spaces, which can cause difficulties in interpretation – for example is it a '1' or an '/'. However, the registered keeper does have a copy - on the V5C.

If the number as recorded by the MoT inspector is not the same as recorded by DVLA, this can generate a query letter from DVLA, which on occasions has led to a DVLA inspection.

Where there is more than one number stamped on the vehicle, or if the number is unclear, it has been agreed by DVLA and VOSA that the best person to advise the MoT inspector of the physical location of the chassis/frame number as recorded by DVLA for the vehicle, is the vehicle presenter.

Help your MoT inspector to record the correct chassis/frame number on the MoT database and certificate.

APPEALS TO DVLA

Occasionally an application for a particular registration number is rejected by DVLA.

It is understandable that both the club's V765 scheme signatory that promoted the application and the vehicle owner will be disappointed by that DVLA decision.

The FBHVC has been made aware of a number of these cases within the last few weeks. In two of those cases the member club V765 scheme signatory contacted the Federation asking for help and advice. This enabled the Federation to understand why the application was rejected, and to suggest a way forward. In the third case, the signatory decided to write a letter of complaint directly to DVLA, also sending a copy to the Federation.

The FBHVC has doubts if a letter of complaint is going to produce the desired result. However, understanding why the initial application failed, and having a revised application that addresses the deficiencies of the original application is more likely to succeed. If that additional information is not available, then it may be necessary to accept the fall back position of an age-related number.

If an historic vehicle registration application is rejected, you may wish to consider contacting the Federation for help and advice.

FBHVC DISCUSSION ON ETHANOL

Ethanol in petrol was discussed at the FBHVC Conference in some detail. Much alarmist material has appeared on the subject in various media, and while there are potential difficulties to be dealt with and overcome, the discussions were useful in answering delegates' questions, and in providing factual information.

Corrosion

Ethanol in petrol can degrade in storage if not adequately treated with a suitable corrosion inhibitor. If this should happen, stored fuel becomes acidic, and can attack materials such as zinc and zinc-based materials, brass, copper, and lead and tin-coated steel. Traditional materials used in the fuel systems of historic vehicles are thus at risk of degradation if no action is taken. An effective corrosion inhibitor specifically formulated to overcome the tendency towards acidity in storage is very effective at protecting fuel system materials. These products are known in the fuel additives

industry, and a selection is now subject to a test programme which should ultimately allow the Federation to issue endorsements for products providing a proven level of protection. Use of a suitable protective additive product at the time of refuelling will thus provide a low cost and effective solution to the problem of potential corrosion of historic vehicle fuel systems.

Compatibility

Ethanol in combination with petrol can attack a range of traditionally used non-metallic materials. Various types of rubber used for fuel pipes, seals and gaskets may prove to be incompatible with petrol containing ethanol, leading to leakage problems. The same is true for many resins used in fibre-glass fuel tanks on motor cycles and in some tank sealant materials. Fibreglass tanks are very vulnerable to damage if the medium holding the fibres in place, the resin, is attacked. Also, there have been cases of consequential damage resulting from the dissolving of tank sealant materials which are incompatible with ethanol, allowing unwanted viscous or gelatinous deposits in carburettors for example. Unfortunately the only real solution to the problem of incompatibility of elastomers, plastics and rubbers with petrol containing ethanol is to replace the offending items with compatible materials. A list of these has already been published by the Federation, but in summary, use of Neoprene and Buna-N for hoses and gaskets, and Viton for seals should produce a satisfactory result. A key message is to ensure that compatible replacement items are bought, by asking about this aspect before purchase. Tank sealant materials compatible with petrol containing ethanol are available, and it would be a wise precaution to use this type of product when treating a petrol tank.

Combustion

A number of concerns have been raised about potential combustion problems in using petrol containing ethanol. In fact ethanol is potentially a good fuel for use in spark-ignition engines, with a flame speed slightly greater than that of most hydrocarbons used in petrol. Ethanol was widely used in racing in the inter-war years, for example at Brooklands Track. However, ethanol does have effects which should be recognised; addition of ethanol increases the vapour pressure and volatility of petrol, which may exacerbate hot fuel handling issues (sometimes

called 'vapour-lock' problems), for example. Ethanol has a high latent heat which cools the air-fuel mixture in the inlet manifold, and while this improves charge density and can increase power output in a fully warm engine, the same property can degrade cold weather driveability (i.e. cold start and warm-up characteristics). Ethanol also contains oxygen and will make the air-fuel ratio leaner. This last aspect has been assessed and linked with increased exhaust valve temperatures, although the effect is fairly modest, typically in the region of 20oC. However, the combined effects of some mixture leaning, coupled with increased vapour pressure and fuel volatility could produce noticeably unsatisfactory operation, with more 'vapour lock' incidents for example, in warmer weather. As a result, petrol containing ethanol may have received a worse reputation than is perhaps deserved in respect of combustion. A number of relatively simple measures can be put in place to assist satisfactory operation with petrol containing ethanol in historic vehicles.

Compensation for leaner air-fuel ratio can be achieved with most carburettors by enrichment. Where hot fuel handling issues, also called 'vapour lock' incidents, are experienced, it is a wise precaution to take steps to keep fuel cool. Fuel feed lines should be routed away from heat sources, electric pumps should be kept as cool as possible, and mechanical pumps should be mounted on a thermal break where possible. It may be necessary to mount carburettors on a thermal break as well. Where the inlet and exhaust manifolds are on the same side of the engine, heat shields for carburettors can be very effective at overcoming hot fuel handling issues, and need not be intrusive. For so-called 'cross-flow' engines where the inlet and exhaust are on opposite sides of the combustion chamber, vapour lock incidents are much less common, but cold weather effects may be more of a problem with petrol containing ethanol. It may in fact be necessary to take steps to get more heat into the inlet manifold to overcome cold operation symptoms.

Overall however, it is felt that the challenges of operating with petrol containing ethanol are not insurmountable, and with some sensible precautions, together with a number of material changes and some practical heat management under the bonnet, owners of historic vehicles can continue to use and enjoy their vehicles.

By the time you read this the third month of the year will be upon us and time to get the covers off the Traction and start thinking of a run with her.

Spares List

The latest spares list (24th Jan 2012) is now on the TOC website and it has the original Citroën part number as well as the TOC spares bin number. If you still see the old list then refresh your browser cache by pressing the F5 key.

Sourcing of Spares

I endeavour to try and source the best quality spares for the club at the best possible prices but prices are becoming more and more difficult to negotiate. Buying larger quantities tends to get a good reduction. The down side to this could be that it will be a long time until the next purchase of that item. It may have increased in price, perhaps by 50% and because it may have been a few years since I might have purchased that part it tends to give a false impression on price increase.

Deposits on Exchange Items

I would like to touch on the subject of deposits on exchange items. At the moment there is a deposit of £100 (plus VAT) on exchange brake shoes and clutch pressure plates, and also water pumps and radiators. I have had to charge this amount to ensure I get the old units returned. Once the old unit is back then the deposit is reimbursed. Once the part has been exchanged I expect the old unit returned as soon as possible. There may be more items in the future where deposits will apply.

Door Repair Parts.

The door repair panels are in stock and I have sold 5 to the middle of January. They cost £149

plus VAT, less the levy discount if a levy member, it is a hefty price but they are very well made so I think worth the money.

I also have also in stock the door inner bottom repair pieces. These tend to rot. These cost £117 (plus VAT) and again are not cheap but there is a lot of work involved in producing them.



Rear door inner bottom repair piece

Rochester Spares

The Rochester spares have been bought by John Gillard. It is good to know that they are going to an appreciative home, will remain in the UK and have been saved from the potential of the scrap yard.

The Future

So what is on the horizon.

Well I'm toying with the idea of selling alternator conversion kits and electronic conversion kits for distributors. It's only a idea at the moment but it all depends on feedback from yourselves. Is there is any interest out there?

Well that's about it for this time.

Any ideas for spares are welcome. Just send me an email and I will take on board any suggestions.

Chris

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,

W. Sussex, PO20 7LQ. Email: chris.treagust@tesco.net



TOC Club Shop Corner

Due to his work commitments, Barry Curtis has decided to hand over the reins of the Club Shop and the overall control of the Club Shop has now been taken over by myself – Steve Reed.

The Club Shop stock is now held within the Spares facility in Chichester and Chris Treagust's partner Vanessa will primarily be responsible for the dispatch of Club Shop items to members, ably supported where necessary by Chris.

I have a number of things in mind; for instance as often the ladies and families play as much a part in the running and promotion of the Club and enjoy the social events as much as the men, perhaps we should be marketing more types of stock that would be appreciated by everyone involved with the Club, perhaps to increase the variety of products available, but maybe to have some new images / logos designed as well.

Perhaps with the number of talented artists / designers in the Club, someone could come up with something fresh and we may in fact hold a competition for a T shirt or logo design. Another idea is that perhaps we could produce some T shirts with some of the early magazine covers printed on them.

In the meantime, due to popular demand, the winter sale of some very nice A3 size black and white posters is continuing. They cost just £1.70 each plus postage at £1.60p for up to 6 posters. These posters are reproduced below and you can also see some of the other Club Shop stock on the TOC website.

Please contact me by email at clubshop@traction-owners.co.uk or by 'phone on 01730 821792













Steve Reed





 Section Co-ordinator

 Club Tools Holder

S	Scotland	 	Ian Smith - 43 Stoneywood Road Bucksburn, Aberdeen, AB2 9HT Tel: 01224 715221 email: smithy.stoneywood@btinternet.com	LB	Lakes and Border	 	Bob Cuppage - Low Park Skelwith Bridge, Ambleside, Cumbria LA22 9NP Tel: 01539 433391
NE	North East England	 	Graham Handley Tel: 01661 843493 email: grahamhandleyhandley@btinternet.com	P	Peak	 	Bev & John Oates - 55 The Knoll Tansley, Matlock, Derbyshire, DE4 5FP Tel: 01629 582154 email: peak.toc@virgin.net
SM	South Midlands	 	Simon Saint - Snigs End Danes Green, North Claines Worcestershire, WR3 7RU Tel: 01905 454961 email: janeandsimonsaint@hotmail.com	E	Eastern	 	Jasmin Gagen - Little Home Farm Bury Road, Thorpe Morieux Bury St Edmunds, Suffolk, IP30 0NT Tel: 01284 827039 email: jasgagen@btinternet.com
MS	Mid Shires	 	Stephen Prigmore - Brambles Lower Street, Great Doddington Wellingborough, NN29 7TL Tel: 07759 372242 email : stephenprigmore@hotmail.com	WE	West of England	 	Terence & Jane McAuley 7 The Normans, Bathampton, Bath BA2 6TD Tel: 01225 466939 email: mrsjane.bear@toucansurf.com
L	London	 	Peter Simper - 215 Whitton Road Twickenham, TW2 7QZ Tel: 0208 560 3267 (weekdays) 0208 891 1093 (evenings & weekends)	SHS	Surrey Hampshire and Sussex Borders	 	Helen Shelley or John White Tel: 02083 307216 or mobile 07790 530383 email: helenshelley@msn.com
SW	South West	 	Walford Bruen - Wintersland Southerton, Ottery St Mary, Devon EX11 1SD Tel: 01395 568909 email: kembu@btinternet.com				Steve Reed - 1 Terwick Cottage Rogate, Nr. Petersfield, Hampshire GU31 5EG Tel: 01730 821792 email: stevereed@aol.com
I	Ireland	 	Richard Sheil - 23 Baymount Park Clontarf, Dublin 3, Republic of Ireland Tel: +353 1 833 7731 email: richardsheil@eircom.net	RoW	Rest of the World	 	Walter & Noëlla Callens – Belgium Tel: 0032 50 425 836 (weekends only) email: walternoellacallens@hotmail.com

Section News

Scotland

Spring Weekend Break and AGM

Yes, it's approaching that time again, folks. Last year, we returned to our old favourite, then known as the City Mills Hotel in the centre of Perth (now much up-market and now the Mercure Perth Hotel) and all present enjoyed a great weekend. Most regulars know it well - private car parks, fantastic buffet breakfasts great surroundings, the ability to go shopping straight from the front door, etc. We secured a great deal last year and this year, even better!

Here are the details:

Dates Friday 30th March to 1st April 2012.

Venue The Mercure Perth Hotel, West Mill Street, Perth, PH1 5QP (01738-642800)

Prices £41.50 Bed and breakfast, on the Friday night and £51.50 dinner, bed and breakfast on the Saturday night, based on 2 persons sharing a room. Extra nights at the same rate.

There is a supplement for single room occupancy, (£10) but no supplement on first 3 bookings.

To Book phone Central Reservations on 0844-8159105, then select option 2, - quote Citroën Car Clubs Special Deal - booking reference 3271339

The upstairs function room will be available for us on the Saturday night, and our Robert Cunningham will again provide music from his 'Magic CD Box' to relax to and listen or dance to depending on your wishes.

Our weekend is open to all members from all Sections, along with their friends and family etc. and, as usual, includes members and friends from the Traction Owners Club and 2CV GB/Ecosse. The Hotel is provisionally holding 20 rooms for us, so make that booking now!

On Sunday at 11am we will hold our AGM in the hotel and would urge as many members as possible to come along and help us plan the year's activities.

Thereafter, we can continue our holiday or head for home.

This may be the last of our Spring weekend breaks for a time, as it is getting very hard to get good venues in the right place at the right prices to suit everyone, so go for it!

What better way to start off the Spring and Summer ahead?!

Hope to see you all there again!

Andy & Sheila Burnett

For details of future planned activities contact:

Ian Smith

Telephone: 01224 715221

email - smithy.stonywood@btinternet.com

Peak

Our next event is April 22nd - Drive it Day.

Bob Duncalf, a member who lives in Longnor has arranged a lovely circular drive of about 32 miles in the Longnor and Manifold Valley area.

We will meet at the Knight's Table at the Traveller's Rest pub (still known to most locals as the Traveller's Rest Inn) in Quarford near Buxton at 11.00 for coffee and toilets. We will then drive the route and end up back at the Travellers Rest for Sunday Lunch at 13.30ish!

If anyone wants to join us from further afield the landlord, Alan Stanway, told me he has two B&B rooms available - contact him on 01298 23695.

Please email me if you wish to take part as I need numbers for lunch and route details.

Bev & John Oates email: peak.toc@virgin.net

Telephone: 01629 582154

Mid Shires

April 15th meeting to be arranged.

April 22nd the Mid Shires and Eastern sections will be joining together for Drive It Day.

Details in the Eastern section above

Stephen Prigmore & Tina O'Connor

telephone: 07759 372242

mobile 07759 372242

fax 01933 277737

email - stephenprigmore@hotmail.com

North East England

The programme of meetings for this year is following the same as last in that we are riding on the back of the NECPWA Clubs' events. Details are being sent to all members of the group and if you are not getting them or would like to join in please email me on grahamhandleyhandley@btinternet.com and I will add your name to the circulation list.

For details of future planned activities contact:

Graham Handley

Telephone: 01661 843493

email: grahamhandleyhandley@btinternet.com

Surrey, Hampshire & Sussex Borders

Our November meeting was the first at the Fairmile since it changed hands and was refurbished. The meeting was well attended, and the forthcoming Christmas lunch was a major talking point. Theresa hoped that there would be a basket of fruit again, and she said it was to be reserved for her.

Forty came to the Christmas lunch, and as expected Father Christmas came in the form of Tim Dodds, we had a fully dressed legionnaire Marcel Fontane, and Margaret and Michael Rolfe came in splendid hats.



Who won the basket of fruit? Yes it was Theresa for the third year, what a fluke. Thank you to Kirsty for arranging a quiz, and a big thank you to all who attended.

January I had booked a table for ten, which we had to overflow to 17 members plus extra family members. The manager at the Fairmile made us very welcome and the food certainly is an improvement.

We will be at The Fairmile on March 18th, this happens to be Mothers Day so I would be grateful if you could let me know if you will be coming, as they expect to be busy, don't be put off if you feel you are not sure and decide on the day.

April 22nd Drive it Day to be decided.

I have booked with Standen House for our May meeting on the 20th. This is a National Trust property in Sussex. I will need to know who wishes to come as they are making arrangements for as many cars as possible to be on the Goose green in front of the buildings. I would also need to know if you are NT members.

Please contact Helen Shelley or John White

e-mail: helenshelley@msn.com

Telephone: 02083 307216 or

mobile 07790 530383

London

Peter and Sue Simper would like to remind everyone that a very warm welcome awaits all members of The Traction Owners Club at the London Section meetings which are held from 8pm at The Rose of York, Petersham Road, Richmond, Surrey, TW10 6UY (020 8948 5867) on the last Tuesday of EVERY month, (EXCEPT DECEMBER). FOOD SERVED UNTIL 8.30pm.)

Pete & Sue Simper

Telephone: 0208 560 3267 (days) 0208 891 1093 (evenings)

Eastern

Barrington 1st January 2012

A fine day at Barrington this New Years Day, so many cars. A delight but I lost my heart to the little Bugatti outside the pub (one day in my dreams I would drive one).



Wot no beer!

Stephen, Tina, Tom and Rosemary made a very shiny display of their Traction's. Ron and Carole joined us for the picnicking of mulled wine and Christmas pickings, thanks go to the chefs. The Citroën content bolstered by the arrival of John and I in 'Samson' our latest addition, a DS Safari and Ady Pease in his lovely bright blue DS 25 Super 5 (for those engineers amongst us, very interesting!). Nice to catch up and have a good drive out, see you all on DID!

Drive it Day Sunday 22nd April 2012

Something different this year, we will be joining the Mid Shires section on the Cambridgeshire/Northants border. So a good run out to blow away the cobwebs. We have a lunch time gathering

at The Green Man, 37 The Avenue, Leighton Bromswold, Cambridgeshire, PE28 5AW (1mile N of A14, W of Huntingdon) 01480 890238. www.greenmanpub.org. You must book direct with The Green Man if you require lunch; they offer traditional Sunday roasts from £9.95 plus starters and dessert if required. We look forward to seeing you there and meeting with the Midshire TOC's.

For details and suggestions of future activities contact:

Jasmin Gagen

Telephone: 01284 827039

email - jasgagen@btinternet.com

West of England

2012 Inaugural meeting.

In a break with tradition, we proposed to have our "planning" meeting on the 26th of February rather than the usual January date. This was at least partly because both John Ogborne and Terence McAuley were away for the relevant weekends in January. As another change, we thought it a good idea to move the venue further south. In fact, to the pub next door to John in Wells, The Britannia. Some of you have been there before and will know that they do a very good traditional Sunday lunch.

As section people will know, Terence has been seeking to step down from job of section coordinator. It has been proposed by John and Dave Hackett that Terence will remain as section "postman" but that others would take on the organising of individual events. As we would only aim to have 3 or 4 a year, it should be possible to find that number of volunteers. So, at the meeting in February, we wanted to establish if, with the increasing number of competing attractions, there was still a demand for events and, if so, what folk might like to do and who might do it.

So in the next issue I hope we will be able to give an update on events for May-June 2012 and any change of contact details for the West of England section's representative.

Pip pip

Jane & Terence McAuley

email: mrsjane.bear@toucansurf.com

Telephone: 01225 466939

Rest of the World (RoW)

David Morton, TOC-member RoW, invites you to participate in the International Gathering of the Traction Owners Club "Resistance tours 2013", 4th-6th May 2013, in Marcillat en Combraille, where he lives.

This hidden treasure in the centre of France sits on the end of the chain of the Puy Volcano's.

Up to 40 UK vehicles and 80 club members can be accommodated. It looks promising!

More details follow later in this issue on page 35 and on the website.

Please contact Paul de Felice, TOC Social Secretary, to register your interest.

Hope to see you all at the ICCCR.....

Walter & Noëlla Callens

Due to work obligations we can only take phone calls at the weekend. You can contact us by email:

rest-of-the-world@traction-owners.co.uk or fax

0011 (00)32 33 255 214 or phone 0011 (00)32 50 425 836

Correspondence

Please send your letters and emails to:

Den Hewitt, Editor - Floating Power, Eastern Cottage, 62 Claverham Road, Yatton, North Somerset, BS49 4LD
email: editor@traction-owners.co.uk

The deadline for the May/Jun 2012 issue of Floating Power is Friday 16th March

Hi Den,

Thank you for publishing the recent article about our French traction outing in Nov/Dec 2011 Floating Power. I have as requested put a little information for other French readers if they are interested in the local club and also for your readers' info.

The club is the Club de Vieux Volants du Comminges (CVVC), Auberge Alanaise, 31420 Alan, and is based in the small village of Alan, Department 31 in the Haute Garonne. It was set up several years ago by the Patrons of the local Auberge, passionate vintage car enthusiasts. Unfortunately the husband passed away in 2008 but, his wife also as passionate as he was, took over the Presidency. It has around 100 to 130 cars from the early 1900's and the only membership stipulation is that cars must be over 30 years old, this also is a French legal requirement to be a "Vehicule de Collection". The club is open to all "Marques".

We have an AGM in January and outings in March, May, September and October (all identical to that described in the Floating Power article !!), plus a static display in the village square in July - this attracts many people and about 70 cars are on display.

I am happy to pass on more info to anyone who is interested at lostinfrance0429@orange.fr and will continue to contribute articles as they become of interest.

A slight update to the article which again will be of interest to those who have cars re-registered in France:

In the article it stated that my Traction was now on "plastic regulatory" plates. Talking to others in the club there is a loop hole in the law that will allow the car to have the old "metal Black on Silver plates". If the car is over 30 years old and has passed the Controle Technique (MOT) with the inclusion of "Vehicule de Collection in the Carte Grise (V5) and has to be re-tested every 5 years, not two - then it can sport these much more antique-like plates. They can be bought for around €35 a set at contact@monancienne.com

Hope this is of interest

Best regards Nigel Dent

Hi Den

Further to my letter in the Nov/Dec issue re the Motor Museum in New Zealand (South Island), I have found the leaflet with the address if anyone is interested.

The Hollies, 232 High Street, Waimate, South Canterbury, NZ

Tel 03 689 7576

twoconvnut@paradise.net.nz

Well worth a visit if you are in the area.

Regards, Tom Evans

Dear Den,

When in France at a market in Riberac, near Bergerac I bought some old photographs. I thought they may be of interest for the magazine.

All the best, Jonathan Shirley.



A couple of dubious looking characters Jon.

Regards, Den

Dear Den,

Richard Boudrias who lives in Quebec sent me this old photograph of a German convoy found in a camera that was wrapped around the neck of the skeleton of a German artillery soldier in the Voges forest in 1979...



Photo courtesy Bernard de la Motte

I subsequently asked Richard if he would obtain the owners agreement for me to send it on to you for possible publication. He has kindly obtained this from Bernard de la Motte and I will send this agreement to you separately. Bernard has not only given the ok for the 'motor cycle' photo but has also kindly sent us some more nice pictures.

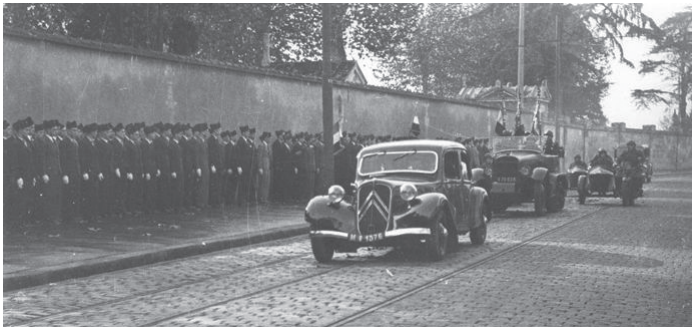


Photo courtesy Bernard de la Motte



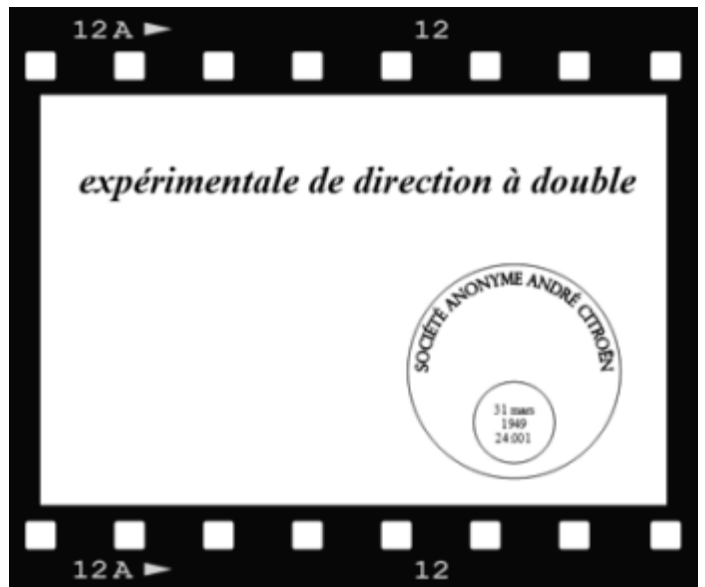
Photo courtesy Bernard de la Motte

Bertrand has asked that FP acknowledges his ownership etc. and also because he is currently building up an exhaustive document for future publication on the relationship of the Traction during WWII, he would again appreciate if any readers who have pictures and/or documents on that topic would pass them on to him.

Regards, David Boyd.

Dear Den

I was looking through a box of photographs at an autojumble in France and stumbled on the following!!



They look genuine to me but I have never heard of a Traction with dual steering.

Any ideas?

Regards, Mal(colm) Platt

Citroën often made cars to special order but perhaps the most unusual was that made for the Sales Director of Apirila Engaina, a company based in the South West of France, which perhaps this could be.

Being keen to open up their sales territory he wanted desperately to break into the United Kingdom and commissioned Citroën to make him a dual steering car to make it easier for him to drive on the left in the UK. Each steering wheel was capable of being removed, along with a short length of the steering column.

What happened to this car is unknown.

Den

Alistair Hale's Mystery Commerciale

I am currently in the throes of restoring a 1954 Paris built Commerciale which is a little bit of a rarity; it has a side opening rear door.



What can I tell you? According to the Certificat d'immatriculation she was first registered on 17/11/1954 the serial number ties in with that date and with her being a Commerciale and she is described as a "Break"

When I bought her she was black over cream, having been the subject of a (very poor quality) bare metal re-spray at some time in the past, the interior of the doors were black but that at some point she had been cream and she had also been hand painted in bright red.

The entire interior was a disaster area with seats that didn't match and no proper back to the rear seat. Under the carpet in the floor recess there was a piece of cavity wall insulation, but it was clear that in the past a third row of jump-seats had been fitted.

She has been quite a grand old lady, chrome grill, spot lights, head lights, hood ornament and a Bosch heater.



The most puzzling bit is, however, the rear door.



I suspect the door could have been an after market addition. When I got the car the spare wheel was fitted onto the outside of the door with some brackets as there

is no room in the boot for a spare wheel.



The roof comes too far down for a Commerciale hatch to have been fitted originally; I suspect the body was that of a Familiale.



The opening has been cut quite square, with the door and frame being made of wood with a metal skin on the door.



However, the quality of workmanship is not fantastic. Having looked at pictures of the Danish vans the door is similar but not the same. The Danish doors are straight down, whereas my door retains the shape of a TA. Perhaps someone saw the Danish van and decided to copy it.

Progress has been slow but, hopefully, this year will see some paint on her and perhaps even get her on the road.

I would be very interested in member's ideas and to know more about her history.

If anybody can help it would be appreciated.

Alistair Hale

TOCtech forum – issue 63

The information given in this section represents the opinions and advice given by each contributing author. Neither the TOC nor its officers and members accept liability for any error, omission, or inaccuracy that it may contain.

TOCtech is compiled by:
Dennis Hewitt
Eastern Cottage
62 Claverham Road
Yatton
North Somerset
BS49 4LD
toctech@traction-owners.co.uk

4 and 6 Cylinder Grille's and Grille Emblems

Pim Berends sent me the photo below asking if this emblem he saw on a Big15 was a genuine Citroën part.



John Gillard tells us that Slough produced 2 grille badges, one for the Big15 and the other for the Big6. They didn't produce a Light15 badge. The badge for the Big6 had a large "6" on it. Tony Stokoe has such a badge on his car.



The grille badge on Tony Stokoe's 1949 Big6

However both of these badges were also produced later by another company.

This got me really interested and Karel Beukema toe Water has given us more information about grilles and badges.

This is what he says:

Normales and 15-6s have always shared the same grille shape (there are some distinct differences between them though) but both pre-war grilles had a short cranking handle slot.



Pre-war 15-6 badge on short slot grille

After the war, once production had picked up again as the demand for cars grew, Citroën made some-but very limited!-changes to the Traction Avant model that was now running out of date at an ever increasing pace. One was to modify the design of the 15-6 gearbox, following a decision to invert the sense of rotation of the engine from anti-clockwise to clockwise as seen from the front of the car. The hand crank claw from then on caught onto the end of the upper shaft. This meant that the aperture in the front grille had to be adapted and it was decided to increase the height of the oval slot to allow hand cranking on both types.

On the 15-6 the hand crank is inserted into a tube that sits just behind the upper end of the slot, whereas the hand crank of the 11B is engaged over a notch near the lower end of the slot. From then on the 11B was fitted with the well known vertical ornament to cover the hand crank slot. As of 1947, the 15-6 grille saw the well known wing ornament with the (removable) 15-6 badge above it. On the 6, only the 15-6 badge has to be removed to insert the hand crank. The wing ornament is attached to the grill more permanently by means of two 3 mm screws and bolts. This also explains why we often see older pictures of 15-6 with only the wing ornament on the grill.

The wing ornament on the 15-6 was well received by the public.



In the early 50s it was therefore decided to have a similar motif on the 11BL, which was continued until 1955.

On the 11BL the wing ornament was supposed to cover the round hand crank hole. It therefore had three spring clips that held it in place and allowed it to be removed. But there are more differences. 11BL wing ornaments are made out of aluminium. They are thicker than their 15-Six peers which are made out of chromed tin plate. One should never attempt to bend the 11BL wing ornament because it will break. The aluminium is easy to polish to a bright shine.

Later BL models (until 1957) had to do without an ornament.

Slough-built Tractions

Slough-built 11 Normales were called "Big15" in the UK. They were equipped with the same grilles as their French peers although they were all chrome plated and had their "double chevrons" behind the vertical bars. However, on a Big15 we are likely to find the same wing ornament as on the 15-6, as well as the oval clip-on badge, but now with "15 4" on it.



Original 15-4 emblems are very hard to come by. The only way to make one, is by cutting out the 6 from a 15-6 badge and welding in a digit 4. Not an easy job, even more so while the entire thing will have to be chrome plated afterwards.

Slough-built 15-6s were called "Big6" after the war. They received a monogram with a large "6" instead of the 15-6 as the French cars had.



The 6 cyl grille badge from Tony Stokoe's 1949 Big6

The wing ornaments were the same as on the French cars.

Not all Wings are Equal

Let's take a closer look at the wings.



In the picture above the right wing crosses over the left one; in the picture below the left wing crosses over the right one.



These differences can be found on 15-Sixes (and Big15s and Big 6s) as well as on 11BL models.

Why the Difference?

Some suggest it is simply a matter of some of the wings being fitted facing backwards. Impossible, because the back side of the wings is plain, without the suggestion of overlapping as on the front side.

Conclusion: these wings were meant to be different.

Another suggestion might be that the shop that made them just used different pressing and cutting tools, producing both types in random order. Nope again!

The truth is: Citroën started off with one type and then deliberately changed over to the other type at a certain point in time. Strangely enough, after a few years they changed back to the original wing setting! Only the French can dream up such a thing!!

Logic?

Stylists are famous for not being methodical thinkers -logic is not a natural enabler for creativity. But why should one set off using shape A, change over to shape B and then after a while change back to shape A? I am afraid very few people will be able to explain.

Model Year Differences

To find out on what models/years the different wing ornaments were used one should take a closer look at the original images that were issued by Citroën itself, or at pictures of which the authenticity is undisputed. Looking around at Traction rallies and browsing through pictures on websites is likely to be confusing, since many 15-6 owners are unaware of the differences and may have just stuck onto their cars what was available. You may take my word for it that there are very many 15-6s around

nowadays with wings that do not correspond with the model years of the cars.

Here's what it should be:

- As of July 1947 when the first 15-6 with the clockwise rotating (D) engine was launched, the wings were "right over left".
- During 1950 the "moustache" bumpers on the Sixes were replaced by the straight higher ones, coinciding with a number of other upgrades to give the car a slightly classier look. As of this point, ornaments were fitted with their wings "left over right". This lasted until the summer closure of the factory in 1953.
- After the summer of 1953, all 15-6s were again equipped with ornaments with their wings "right over left". This lasted until the end of 15-6 production in 1956. Late 1953 was also the time of re-introduction of the Familiale (only some 250 of these were made as 15-6s), to be followed by the 15-Hydraulique in April of 1954.

Rules of thumb:

- All "moustache-bumper" 15-6s from 1947 onwards: wings "right over left".
- All straight-bumper small-boot 15-6s of 1950, 1951 and 1952: wings "left over right"
- All boot-lid 15-6s of 1952 and early 1953: same as above.
- Late 1953 and 1954 15-6s with standard rear suspension: wings "right over left".
- All 15-Familiales* and 15-Hydrauliques: wings "right over left".

* Very early factory image material of the 15-Familiale shows "left over right" wings as well as one single (left) tail light. As far as I have been able to analyse, all production line 15-Familiales (1953 - 1954) came with "right over left" wings and tail lights on both sides.

Wing Swops

There are owners who have the correct wing ornaments on their Tractions, either because they still have the original ones, and/or because they are aware of the differences as described in this article. But I have seen so many 15-6s with wing ornaments that did not match the model year, that I doubt whether the owners are aware. There will also be people to whom it will not really matter. As far as I know, only new aftermarket "left over right" 15-Six wings are available these days. I will be delighted to see people starting to swop wings at rallies and other Traction gatherings if they find out that both parties have got the wrong ones on their cars. Although it is only a very minor detail, this would help preserve the original looks of Traction Avants in the future.

Derek Fisher has the last word

I made the badge for my Big6 by copying an original. You can see two screws holding it onto the grille. I did this because the originals were clipped on making it easily removable to insert the starting handle but it did mean it could easily be stolen.



Photo of Derek Fisher's 1949 Big6 grill badge and wings

Tuning the Traction

I have received a few emails about what can be done to tune a Traction. I have asked a few members about what they have done/ know can be done so here goes.

General

The Traction engine is basically a long stroke, low compression plodder so "tuning" is a bit of an ambitious term. John Ogborne finds his is just on the flat side of F# (two and a half octaves below middle C) at 2,750 rpm. However, if by "tuning" one means making the car more efficient and/or faster, then are a few things that can be done.

Pump up the tyres a bit more

Michelin now recommend another 6 psi/0.4 bar all round. This gives 23/1.6 (front); 26/1.9 (rear) for the Légère/Light 15 and 24/1.7 (front); 28/1.9 (rear) for the Normale/Big 15. Improves fuel consumption with a compromise on ride quality. Road holding is not significantly affected in my experience.

Fit a four speed gearbox

This gives advantages all round apart from cost and complexity of installation.

Fit a high ratio crown wheel and pinion.

This gives another 11% on speed relative to engine revolutions, with an improvement in fuel consumption, higher cruising speed for a given noise level. John Ogborne finds greater flexibility in second is very useful but lives in fear of a very steep hill that he might not get up – but it hasn't happened yet.

Fit an electric fan and remove the water pump fan blades.

A small improvement in economy and reduced engine noise.

There are some possibilities of increasing the HP.

Fit domed pistons and higher compression head.

A major undertaking but a well-trodden and seemingly successful path. I have done this with one of my Tractions. Increasing the compression ratio will put extra strain on the big ends and mains but I suppose it depends on how you drive and a Traction engine is built like the proverbial bsh.

Fit a complete ID engine and gearbox

Another major and expensive task.

Re-jet the carburettor

I have experimented with jet changes but haven't found anything obvious (we aren't talking about race engines). The problem with something like this is that a lot of miles need to be done between jet changes to get any decent data and it's doubtful it would do much more than increase fuel consumption for little reward in performance. There are loads of articles on the Solex and how to get the best out of it. The TOC Technical Library CD is worth looking through for these.

Re-profile the camshaft.

One TOC member at least has done this.

Change the carburettor

Fitting an SU HIF44

Geoffrey Alton has fitted an SU HIF44 which was supplied complete with inlet manifold and gaskets by Roger Williams of Steam Car Developments



Geoff's SU HIF44

The carb. cost £235 and the manifold and all the ancillaries cost £200. However Geoffrey had to fit it and adapt a linkage.

He bought various choke and accelerator cables from Car Builder Solutions but had to adapt brackets to change the mechanical throttle linkage from a pull to a push. He also fitted positive earth Lumination. He says the new set-up provides complete reliability, easy starting in all circumstances, improved performance and possibly better economy, although this has never been a problem.

Fitting a Weber 34ICH

John Tyson has fitted a Weber 34 ICH marketed for the 2¼ litre Land Rover.

He bought it from a friend that had bought it new for his Land Rover and a few days later the crank went so he scrapped it and sold John the carb. kit. There are one or two little mods to do like making a small plate to fit on the throttle spindle, with 2 threaded holes or 2 nuts welded on to accept the original throttle linkage rod, see picture.



Weber 34 ICH throttle linkage modification

The other mod is a bit more in depth as you will need to remove the inlet manifold to open up the inlet tract where the carb. bolts on from 32mm to 34mm. This is a quite easy job with the aid of a die grinder & carbide burr.

Whilst doing this it is a good idea to remove as many rough edges inside the manifold as possible and round off any sharp corners inside, and finish off the whole grinding operation with a smooth flap wheel to make as smooth a flow as possible. The last thing is to make a spacer for between the carb. and manifold.



The car goes well with the supplied jets and is much better on fuel than it previously was and with no annoying leaks and brown staining. The other thing I nearly forgot is that the heat shield will need to be opened up from 32mm to 34mm. A worthwhile modification that retains the look of the original and the bonus that the air cleaner can still be used with the mounting slots made slightly deeper.

More on Wiring Looms

In John Ogborne's excellent article on Traction electrics in the Nov/Dec issue he queries if anyone makes the correct wiring looms for Slough Tractions.

I have bought many, many looms from the firm of Auto Sparks, 80-88 Derby Road, Sandiacre, Nottingham NG10 5HU, tel. 0115- 942 7211 for many years now. Their product is precisely as original - excellent quality, correct braided colours (with modern wiring at core) with the finished looms encased in the woven material as per original. They do 2 types for the Slough Light/Big 15, namely CN10, for cars up to approx 1950, which have the dash mounted light switch and the 7 pin voltage control box with inbuilt fuses. The other one is CN11, for the later models with the combination lights/horn/dip switch and the 5 pin voltage control box with separate fuses. I can recommend their work and prices without reservation, and obviously have no ties to this company.

Andy Burnett.

Hi Den,

I spied this antique Kiddy car in a Brocante in Ste Foy La Grande in the Gironde, South West France.



And no, it was not for sale.

Best regards, Allan Dollie

Hello Mick (Popka)

My father had a 1938 Light 15, regn. AFH 399 that was sold in the 1950s. Has it been seen recently?

Kind regards - Bob Green

Hello Bob,

Mick passed your email to me. The registration number is no longer on a Citroën so it could have been, scrapped, re-registered or exported.

I did also ask another TOC member if he has any knowledge of this car but am sorry to say he has not.

Now with my editor's hat on - do you have any photos of this car- maybe of your Dad with it, any reminiscences about it - where he bought it, when, how long owned, colour etc. Or maybe any memories of you all going on holiday with it as a family?

Regards, Den Hewitt

Hello Den,

Thanks for your efforts. Sadly no photos from those days - only memories. Father bought it before the war - before my time. You may like to know that during the war father had his own petrol pump at a flour mill in Melksham as he needed to go hither and thither to inspect secret grain stores around the South of England. Gone for days and mother never knew where. It was Penzance in Cornwall and Marks Tey in Essex and others. Bloody long way from Bath in a blackout.

My parents both loved it (in grey) as did the three of us siblings. Father liked to do long journeys at night so I/we got bedded down on the flat rear floor. Funny that we siblings all remember the registration number after 40 years.

We lived in Bath after the War and a friend also had a Light 15. We once went on holiday with them to Hayling Island and at some stage one of their wheels came off

and ran down a hill at the side of the road... all a bit dramatic!

Anyway it got sold in the 50s (I guess) someone near where we lived at Bostall Heath, NW Kent to make way for a Humber Hawk on offer from Joseph Rank Ltd. where father ran some flour mills.

Looks like it went to Citroën heaven. My recent French car experience was to be passenger in a friend's 1904 de Dion Bouton from Hyde Park to Brighton and we made it in one go.

Kind regards, Bob Green

PS. I once saw a collection/rally of Traction Avants at a Hotel in Bracknell.

Hi Stephen (Prigmore)

Many thanks for making contact regarding the forthcoming TOC Mid Shires event; however I am a frustrated Traction owner, my vehicle has sat garaged since purchase in October 2010 and requires general attention to get up and running.

Finding time to give it the once over is proving difficult with so many commitments at present, could you perhaps recommend a specialist to me who has knowledge of Tractions to undertake works.

My Traction is a LHD Paris built 1955 model 11B I think? it was imported into the UK in April 1996 and is believed to have been used as one of the Tractions in the series Mairret !! ??

Would the club be able to check its history file from the chassis number being 428552 & engine no. 200D1462? Your help would be very much appreciated.

I look forward to hearing from you with any information in due course.

PS, my location is Sywell Northamptonshire.

Kindest regards, Rob Morris

Hi Rob,

Stephen has passed on to me your enquiry regarding the history of your car. Unfortunately there is not a lot that we can tell you other than one of our members, Robin Dyke, who has put a lot of time and effort into looking onto manufacturing dates estimates that it was manufactured on 30th Jan 1956. Stephen also tell me that he and Bernie are going to come over and have a look at your car and advise what work needs to be done.

Regards, Den

Hi Den,

I have today managed to make contact with the previous owner, who is collating further photos and paperwork regarding the 1956 Traction,

Upon my purchase in 2010 the previous owner had just moved house and all records were stored elsewhere in boxes, lets hope the find is worth while!

I will be in touch as and when I am in possession of the items so we can possibly further the vehicles history.

Kindest regards, Rob.

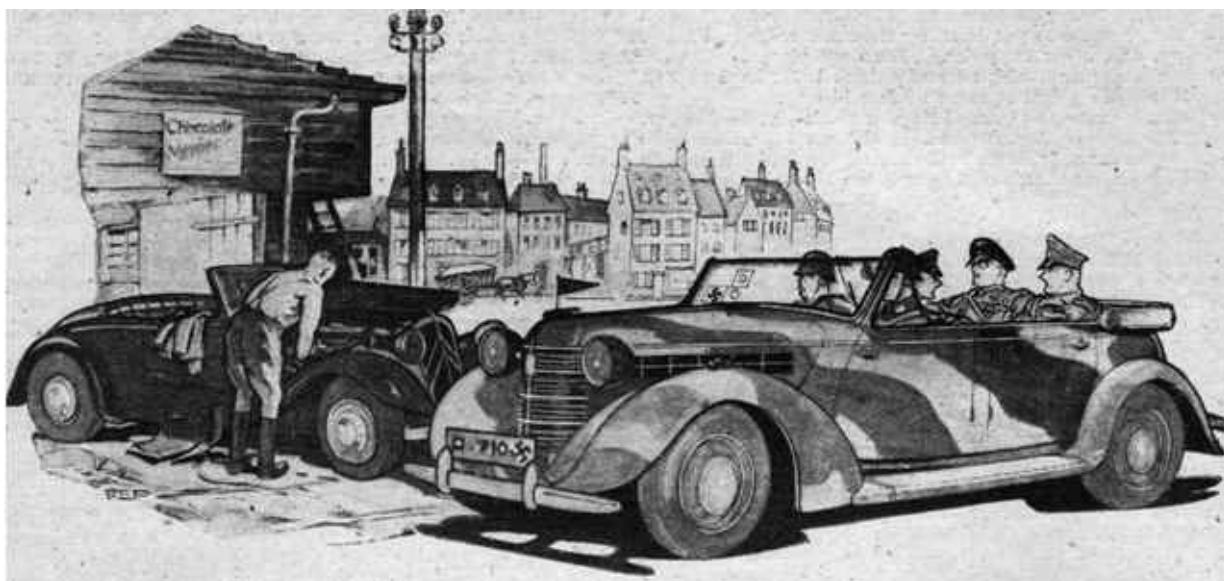
Wartime Escape by Traction II

The following story appeared in the October 25th 1940 edition of The Autocar magazine and thanks to long standing TOC member Bill McNickle for sending it in

Permission to reproduce this and the images has kindly been given by Haymarket Press

Masquerade

Adventures of an Officer Now With General de Gaulle's Free French Forces In Escaping Before the German Advance in June



Weekly, and almost daily, Frenchmen who have discovered that an "honourable peace" with Hitler is just one of those illusions which can only be likened to a bad attack of D.T.'s or the last stages in opium poisoning, are escaping from the prison which was once their own country to come over here and join the Free French Forces under General de Gaulle.

The stories of many of the escapees could, and no doubt will, make the wildest schoolboy thriller of the last twenty years sound like a bedtime story for tiny tots.

One young French captain, who must remain nameless for obvious reasons, although not having one of the more lurid tales to tell, nevertheless managed to pack enough adventures into a few days before he was able to escape, with the valiant aid of a Citroën 12, to satisfy even the most adventurous.

His Wanderings

Here, in his own words, is the story of what he calls his "wanderings":

"My country was in a state of chaos, or rather the part of it I knew. No one seemed to know what to do or where to go. Real news and rumours got mixed and it became impossible to sort them out. On one hand I heard that the British Army had been wiped out, and on the other I heard that they had been evacuated but with terrible loss.

"Then I heard that France was suing for an armistice, and that any Frenchman who would carry on the fight must escape instantly from the country. That was on June 10th. I also heard that British warships were off the coast taking both British and French troops from Boulogne and Dieppe.

"I made my way to the coast as quickly as possible and arrived at St. Valery-en-Caux on June 12th, just as the remnants of the

British force were being taken off.

"I had bad luck when rescue was in sight. A sniper's bullet grazed my head and knocked me cold for what seemed hours as I was making my way to the cliffs in a wild hope of somehow getting down. When I came round the British warships that had been standing off the coast had gone.

"But luck must have been with me, for the Germans must have taken me for dead. My papers were gone, when I came to in a pool of blood, but I had been left where I had fallen.

"Then a wild idea came to my head. It might have been the wound and the loss of blood, but I think it was the sight of dozens of cars that had been abandoned at the coast.

A Selection of Cars

"As I crawled away, taking cover in the ditches whenever I heard anyone approach in case it was a Boche, I saw car after car. One was a lovely Phantom Rolls-Royce lying on its side in the ditch. It bore English numbers and a G.B. plate. There were a Fiat, two nearly new Peugeots, a Berliet, Citroëns, and, with its body blown to pieces, an old Morris-Cowley bearing a Monte Carlo number plate.

"The Monte Carlo number plate decided me. I would take the first car that seemed in good order and go south. A little farther on I found a 1938 two-seater Citroën. It was black with yellow wheels and had a great gash along its side from shrapnel, but except for that and a cracked windscreen it seemed in perfect order. And what was more important, there was petrol in the tank.

"As I was fiddling under the bonnet connecting up one of the auxiliary terminals in the fuse box with the coil so that the engine would start, in spite of the fact that the ignition key was missing,

Wartime Escape by Traction II

cars bearing official German signs on the windscreen and German officers lolling in the back seats came by every now and then. But even if they saw me (I had taken my uniform coat off) they took no notice.

"At last the Citroën burst into life and I got into the driver's seat feeling very shaky. My head wound was hurting abominably. It was my second wound in a month. My first, a piece of shrapnel in the thigh, received at the battle of Amiens, was the reason for my being at large alone in the North of France. I had been in a hospital which was bombed and I had been left as dead, but that is another story.

"I knew that if I continued on the road I was on, N.25, I should certainly be stopped when I entered Fécamp, if not sooner, so I shot off down the first side track I found.

"Although I hated the business I had to do it. Three times in the first two hours of my mad ride I had escaped the bullets of German motor cycle patrols whom I had surprised in the villages through which I passed. Somehow I had to get one of those official Nazi signs to put on my windscreen.

"My opportunity came near Beauvais. In front of me was a large Opel being driven by a man who seemed to be a storm trooper. He was driving in the middle of the road and I drove up alongside him on the right. I already had my revolver on the driving seat beside me in case of trouble and as I drew near on the wrong side of the road he instinctively swerved over. I steadied the Citroën with my right hand and took aim with my left. It was not orthodox shooting, but it did the trick.

"We were doing about 60 kilometres, and as my first shot struck him between the shoulders he just crumpled up over the wheel and the Opel went careering off the road.

Quick Change

"Five minutes later a black Citroën with yellow wheels driven by a storm trooper and with an official badge on the screen (I don't know what it said as I can't read German) set off at high speed for Paris, while behind a French officer who had stolen a German car had paid with his life for his roguery. I would have liked to have taken the petrol from the Opel, but I had nothing with which I could siphon it out of the tank, so I did the next best thing and put a bullet through it. Cars in flames on the side of the road were not an uncommon sight just then.

"So far so good. But two things worried me. Had the Nazis yet taken Paris, and how was I to get some petrol? I had good cause to worry about the first, as I discovered later, but my second problem solved itself.

"I had decided that I would not try to travel at night. Although my new uniform and my mysterious sign on the windscreen worked magic by day, at night I would probably have to stop at some barrier and answer questions. And who has ever heard of a dumb storm trooper?

"I had discovered, and so had the Germans, that it was impossible to travel on the national routes. They were packed with refugees fleeing before the onslaught; although by some curious state of affairs one often discovered that the German columns were suddenly in front of one and not behind, as they should have been. So I kept to the little used side roads.



"At dusk I turned the magnificent Citroën into a tank and bumped and shook my way across ploughed fields until I was completely hidden from the road. Then I slept, or tried to sleep.

"I started off just before dawn very worried about petrol. Then suddenly my prayer for the precious fluid was answered.

"I came round rather a sharp

corner to find the road partly blocked by a large lorry that had been carrying enormous logs. The right-hand front wheel had collapsed and the axle had buried itself in the soft earth on the side of the road. Most French lorries are now diesels, but this one proved to be an old De Dion with a huge petrol tank on top of the driver's cabin, held on by steel straps.

"With the aid of a large shifting spanner and a hammer I found on the lorry, I managed, after about ten minutes' struggle, to get the tank loose, together with about three feet of copper tubing which I had to plug to stop the petrol escaping. I dumped the whole thing in the back of the Citroën and scuttled off as quickly as I could.

"You must not think that between the incidents I have described I motored blithely on as in peacetime. Far from it. I was always having rapidly to drive the car off the road and take refuge in a ditch, or in clumps of stinging nettles, as happened once, when I suddenly spied German mechanised troops coming along the road. My whole progress was a succession of quick dashes lasting between ten minutes and at the most two hours and then a rabbit-like scuttling for the nearest cover I could find.

"The poor Citroën was getting more and more battered as each time I had to leave the road hurriedly. The radiator, lamps and wings ploughed their way through fences and hedges. I never knew we had so many road-side hedges in France. They seemed to be everywhere.

"I also have another confession to make and which, in the circumstances, I hope my countrymen who were involved will forgive me. I'm afraid that until I obtained the petrol from the old De Dion, and after that had been used, my method of obtaining the necessary fluid was that of the armed bandit rather than of a French officer and gentleman.

"I am a bit hazy about dates, but I think it was on June 14th, when I was nearing Paris and was wondering whether to go through or skirt the city that my storm trooper's uniform and my 'Open Sesame' on the windscreen nearly brought me to grief.

"I suddenly found with extreme violence that I was ahead of the enemy columns and that, although my countrymen might be sick of war, they still had their instinctive loathing for Germans.

Caught in My Own Trap

"I had decided to go into Paris and risk everything. I was about 20 kilometres north of St. Denis and as I was not sure of my way into Paris I decided to join the main road. But I had forgotten my magnificent storm trooper's uniform.

"Suddenly, what seemed to be about a dozen rifles started firing at me. Bullets whistled past my head, another crack appeared in the windscreen, and the left-hand rear tyre went flat.

"I stopped and fell flat on the car seat and waited for the firing to stop. Then, a second later I was hauled out of the car and heard shouts of 'Shoot him! Shoot the dog!' But my luck held. The soldiers who had pulled me out of the car took me before their officer, whom I happened to know slightly. He told me that the German troops had not yet occupied Paris. I was fitted out with a uniform and two soldiers helped me to change the punctured rear wheel in the car.



"After that, away I went joyfully into the city, my troubles over.

"And there I had to say good-bye to the brave Citroën. Unless the Germans are now using her she is probably there still.

"But I shall always remember the car that saved me.

Ernest Siddeley and his Traction

Ernest Hall Siddeley was born on 19 October 1895. He was the son of John Davenport Siddeley (1866-1953), 1st Baron Kenilworth, who founded Siddeley Cars. Two of the cars that Ernest Siddeley owned were Traction.

Ernest Hall Siddeley owned many cars, amongst them a 1937 4½ litre Bentley Sports Saloon, a 1941 Ford Prefect and in 1942 he bought a second-hand 1939 Rover 14. He kept a diary for the Rover in which he recorded fuel consumption. At the end of the Rover diary he noted some cars which may have been types he was considering. Amongst them were Riley 12 hp, MG 1½ litre, Lea Francis, Lancia, Peugeot, Aston Martin and Alvis 12/70. However, after much thought at the end of 1943 he bought a car that had interested him very much before the War on account of its technical originality.

It was a 1939 Citroën Light Fifteen saloon, acquired with 1,736 recorded miles from S. Machin of Shrewsbury. It was registered HUB 74 (chassis no. 122953), engine no. DN-06114) and was soon given an extensive test by him.

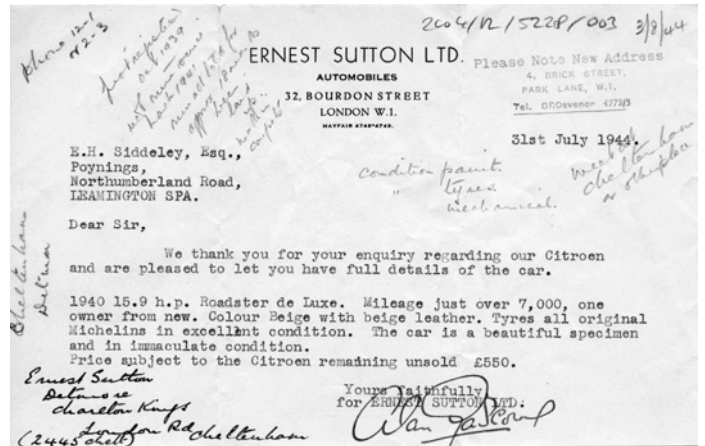


Ernest Siddeley's 1939 Light 15 © BMIHT

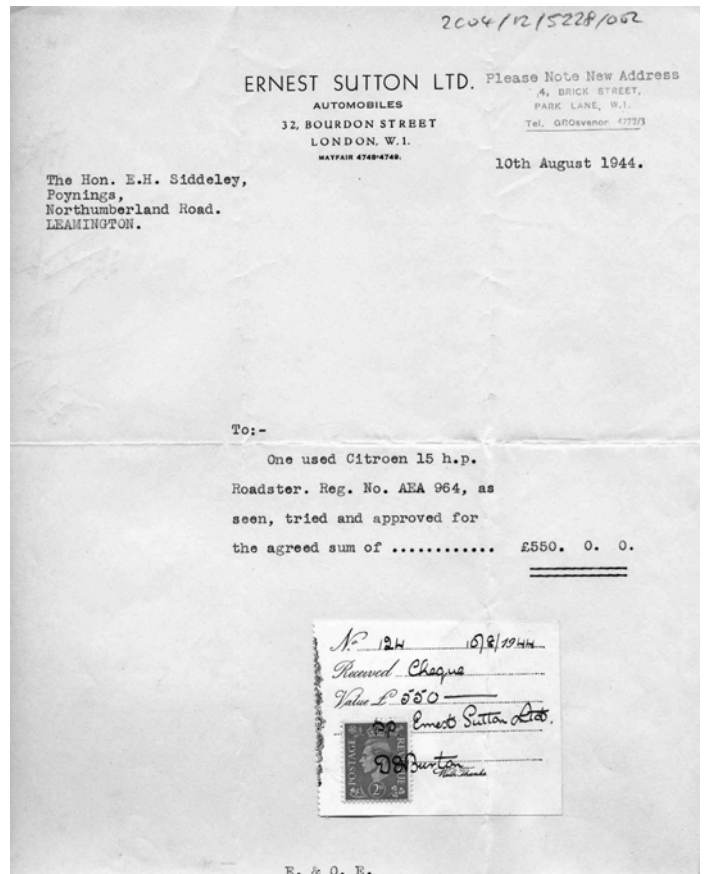
He recorded 72mph at 3,200 rpm and weighed the car to ascertain its front to rear weight ratio. With 4½ gallons aboard it registered 12 cwt, on the front wheels and 9½ on the rear. He soon worked on the carburettor to improve economy and then returned a regular 29 mpg. In 1944 the car went to the Citroën Works at Slough for a service at 6,058 miles and later in the year it returned for a 10,000 mile overhaul at which the speedometer was returned to zero!

By the end of the war the car had covered a further 4,500 miles and had plainly pleased the Siddeley family because in 1944 they bought a sister car in the shape of an open Citroën roadster.

This was a 1940 Light Fifteen roadster de-luxe (chassis no 125030, engine number DUO6639). **(I think that should read DU 06639 – Ed)**. It was registered AEA 964 and it came from Ernest Sutton Ltd, a London dealer, for £550 at 7,238 miles.



Roadster pre-purchase letter from Ernest Sutton Ltd. © BMIHT



Roadster purchase invoice from Ernest Sutton Ltd. © BMIHT

Unfortunately the diary covering this desirable car says nothing of its character, simply its fuel consumption, service history and problems.

The Solex carburettor came in for attention to overcome a flat spot at the bottom end. In January 1945 it skidded on ice and damaged a nearside front wheel, though fortunately not the front wheel drive mechanism. Tyres were regularly swapped with the Citroën saloon and from the front to back to keep all with an equal depth of tread.

Ernest Siddeley and his Tractions

PHONE 863
 2, CLARENDON SQUARE, LEAMINGTON

ADVISE. M. 8977

The Hon. Siddeley

THE LEAM GARAGE
 P. H. WHITNEY BOWELL, M.I.M.T.

26th October 1945

To

4 78mm Cylinder Barrel
 and Pist on Armem Blis
 @ 1.17.6 ea 7-10.0

1. Sweep Face Cork
 Pist 2.6

2. Sweep End Parts
 @ 1k ea 2.0

1. Cylinder Head Part 5.0

1. Cylinder Cover Cork 9.

2. Manifold Parts 29 ea 1-6

1. Exhaust flange Part 6

£ 8.2.3

M 2004/1075228/002

CLARENDON SQUARE, LEAMINGTON

£ 8.2.3

+20%
 Price Increase 1.12-5

THE LEAM GARAGE

2 cylinder
 Barrel Base Parts 1.6

2 9^{ea} 29 16.2

Cash Sale

Received with cheq.

26. 10.45

John Emery

Spares invoice from The Leam Garage Ltd. Leamington © BMIHT

2004/1075228/001

ERNEST SUTTON LTD. Please Note New Address
 AUTOMOBILES 4, GUCK STREET,
 32, BOURDON STREET, PARK LANE, W.1.
 LONDON, W.1. Tel. GECavenor 47729

20th October, 1945.

The Hon. E.H. Siddeley,
 "Poydings",
 Northumberland Road,
 LEAMINGTON SPA.

Dear Sir,

In accordance with the arrangements made with Mr. Sutton yesterday, we have pleasure in enclosing our cheque for £800 in settlement of your two OTTERON cars, i.e. the 1940 "Light 15" Roadster and the 1939 Saloon.

We also enclose a receipt form, and will be glad if you will sign it and return to us, together with the Registration Books.

We have arranged for Messrs. Dealers Deliveries Ltd. to collect both cars on Monday next, and their drivers should be with you between 9.30 and 10.30 a.m. If by any chance these arrangements are not convenient to you, perhaps you will be good enough to communicate immediately with Messrs. Dealers Deliveries' Birmingham office, telephone number Highbury 2794 - Mr. Price.

Yours faithfully,
 For ERNEST SUTTON LIMITED
John Emery

Encls.

Letter advising price given by Ernest Sutton Ltd. for Ernest Siddeley's two Tractions © BMIHT

At 13,182 miles, at the end of October 1945, the Roadster was sold along with its saloon sister to the dealer who had supplied the Roadster.

The sum received for the two was £800, which would undoubtedly have been more had Ernest Hall Siddeley waited for the full pent-up demand for cars to feed through.

© Nick Baldwin

Thanks to the British Motor Industry Heritage Trust Picture Library for the use of the images and particularly to Nick Baldwin, motoring writer, vehicle restorer and classic car auction adviser for the use of extracts from his article.

Thanks also to TOC member Rene Dijkxhoorn for bringing this to my attention.

Den

Events Diary

2012

March

- 10-11 25th Salon Champenoise du Véhicule de Collection Reims, France-for details see www.bce-reims.com/bce.htm
- 18 36th Bourse d'Echanges Arras, France-for details <http://ravera.pagesperso-orange.fr/>
- 22-25 24th Techno-Classica Essen, Germany
- 24-25 Oldtimer & Teilemarkt Fribourg, Switzerland-for details http://www.retro-technika.com/otm_e/index_otme.htm

April

- 8 Vintage Car Show Amberley Museum
- 22 Drive-it-Day For details of events in your area contact your Section Co-ordinators
- 22 10th CitroënJumble Ronquières, Belgium-for details <http://www.rekup.net/link/ABCC/Citroënjumble/>

May

- 5-6 Technorama Oldtimer-Teilemarkt Ulm, Germany-for details <http://www.technorama.de/>
- 5-6 CitroMobile Haarlemmermeer (Amsterdam), Holland-for details see <http://www.citromobile.nl/>
- 6 First UK Citroën Traction Avant Safety and Reliability Run Country Durham. See update and entry form on pages 29&30
- 10-11 Les Belles Champenoises Reims, France-for details <http://www.bce-reims.com/bce.htm>
- 19-20 80 Years of Citroën Rosalie Circuit de Monthléry, France. All Citroën models are welcome to join the event. More info at www.Citroën-rosalie.com
- 26-27 La Vie en Bleu Prescott, Gloucestershire
- 26-28 Retromoteur & Véhicules de Prestige Ciney, Belgium-for details see <http://www.cineyexpo.be/agenda/evenement.php?id=209>

June/July

- 16-17 tbc 10th Festival des Belles Mécaniques Parc des Sports-Vélodrome à Roubaix, France
- 29 Jun -1 Jul TOC Annual Rally Shropshire. Accommodation will be at the Buckatree Hotel in Wellington, near Telford. See details on page 31

July

- 8 Darling Buds Classic Car Show Pluckley, Kent. Details www.darlingbudsclassiccarshow.co.uk.
- 18-22 50 Years of the Finnish 2CV Guild Sätäkälän Säpinät, Finland. All Citroën models are warmly welcome to join the event. For more details see page 32

August

- 9-12 15th ICCCR Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk. See update on page 32
- 19 Wervik 12th Intl. Classic Car Meet Wervik, Belgium-for details <http://oldtimersengels.in.wervik.be/>
- 26-27 Dunsfold Wings and Wheels Dunsfold Park, Surrey- tel 01843 542226 for details see www.wingsandwheels.net/tickets.html

September

- tba Citroën Grand Master France
- tba City-Retro 2012 France
- 8-9 Technorama Oldtimer-Teilemarkt Hildesheim, Germany-for details <http://www.technorama.de/>
- 14-16 Circuit des Remparts Angoulême, South West France – for details and videos see www.circuit-des-remparts.com

October

- 12-14 Wartime Weekend 1940s weekend based around the North York Moors Railway. Details from Mick Popka

November

- 11 Remembrance Sunday Parade Elvington, Yorkshire
- 16-18 Classic Car Show NEC, Birmingham
- 24 TOC Dinner & Dance Stratford Manor Hotel, Stratford-upon-Avon
- 25 TOC AGM Stratford Manor Hotel, Stratford-upon-Avon

2013

- TBA Spanish Rally TBA
- May 4-6 Resistance Tours-2013 Marcillat-en-Combraille, France. See page 35 for details

Send details of future events to: events@traction-owners.co.uk or by post to the Social Secretary

The First UK Citroën Traction Avant Safety and Reliability Run Sunday 6th May 2012

First of all may I thank all those members who gave me their names showing they are interested in joining in on this new TOC event.

We achieved the requisite number of 20 which made it worthwhile pressing on with the organisation. So Durham County Council, the Police Authority, Bainbridge Parish Council, MSA, and the helpers from the NECPWA have all been consulted and the Run will be taking place on Sunday May 6th. There is still time for you to participate, so even if you haven't yet given me your name please read on.

This is your opportunity to test and prove the Safety and Reliability of the Traction Avant. In particular, you are going to have the chance to test your vehicle and to demonstrate your own driving ability over rugged countryside (not off road) and at the same time see some of England's best countryside and viewpoints.



Full route details are in the last two editions of Floating Power.

Briefly, the 155-mile route will wend its way through the charming and unspoilt County Durham countryside and forested areas to Barnard Castle. Then on to the Yorkshire Dales, over the Stang Forest hills to Arkengarthdale. We head on to the majestic Buttertubs Pass. The route runs through Swaledale, via Hawes and onto Bainbridge for a well-earned lunch stop. The afternoon session starts with a climb from Askrigg and back to Muker. Then up to Tan Hill (Britain's Highest Pub.). We go across Bowes Moor to enter Cumbria briefly and on to Brough and the Durham Dales. Over Hamsterly Common and into Weardale. Here we drop down into Stanhope and go up Crawleyside Bank and on to Stanhope Common.

All you now have to do is complete the entry form overleaf (tear this page out or photocopy it) and post to Graham Handley, 3 Hall Farm Close, Stocksfield, Northumberland, NE43 7NL along with your £15 cheque payable to Traction Owners Club.

The route heads to Lanchester, going along interesting old Roman roads and back to Chester-le-Street.

The Run is meant to be a testing run for both car and driver but is not a competition. It is not meant to be a vehicle breaking course but as the route takes you over open wild countryside, before embarking you should ensure your car is up to it. Occasional checkpoints will be in place to assess your knowledge of the Traction and Highway Code. It is meant to be fun and adventurous. You will need a navigator/co-driver. You will receive Final Instructions with the route in the week before the event.



So, make this your first weekend event for 2012. Drive to County Durham on the Saturday; stay over at one of the suggested hotels, do the run on the Sunday, stay over on the Sunday and head back home on Bank Holiday Monday.

Excluding accommodation and meals the cost is £15 per car to cover Run plaque, achievement certificate /badge, postage etc.

Suggested Accommodation

Hotels, **which you must book**, centred around the Washington Service Station on the A1(M) are:-

Campanile Inn NE37 1LE,
email washington@campanile.com
tel: 0191 416 5010.

Holiday Inn NE37 1LB email andrea.short@ihg.com
tel: 0871 942 9084

Premier Inn NE37 1LB tel: 0871 527 9136

NB. - these hotels are next door to one another and in walking distance of each other.

THE TOC Reliability Run

The 1st UK Citroën Traction Avant Safety and Reliability Run - Sunday 6th May 2012

Entry Form and Basic Regulations

This is an invitation to enter the above event. It will start and finish at the Riverside Park in Chester-le-Street Co. Durham. Starting times will be issued to each entrant in their Final Instruction Sheet.

Conditions of Entry

- All vehicles will be the Citroën Traction Avant and registered between 1934 and 1957
- The major component parts of all vehicles must be entirely of contemporary manufacture as stated on the entry form.
- All vehicles must have a current MOT certificate plus appropriate insurance cover for an event of this type and also current effective breakdown cover.
- All vehicles will be well maintained and in a fit condition to be entered in an event of this type, with particular attention to steering and braking system.
- All entrants will obey the route instructions and any special amendments and additions that become necessary, with no unauthorised deviations from the specific route which will invite disqualification.
- All entrants will maintain a reasonable average speed and never exceed the legal speed limit, and be consistent in speed with regards to road conditions along sections of the route, entrants will at all times observe the laws demands and recommendations of the highway code.
- All entrants will observe general road safety and any special safety procedures within the route instructions and will obey the event marshals special instructions at all times.
- All entrants will return this entry form duly signed and with the requisite fee of £15.00, payable to TOC before the closing date of 27th April 2012 together with a First Class Post Self Addressed Return (sae) Envelope of A5 size only i.e. 9ins x 6ins.
- There will be no entries on the day of the event

Event Drivers please PRINT IN BLOCK CAPITALS the following:-

Name..... **TOC Membership No**.....

Home Address.....

..... **Postcode**.....

Telephone (landline)..... **(mobile)**.....

Vehicle Details: Citroën Traction Avant model..... **Registration No**.....

CC..... **Year and Month First Registered**..... **Are you the owner?**.....

(NB: A Certificate of Achievement for those who finish the Run will be issued showing the Vehicle Details and Driver(s) Details)

Entry Fee : £15.00

Please make all cheques payable to Traction Owners Club and send to:

Graham Handley 3, Hall Farm Close, Stocksfield, Northumberland, NE43 7NL

Remember to include the stamped ae (size A5) with a First Class stamp. You will be sent the Route Details and Final Instruction sheet in the post before the event

Declaration (the formal bit)

I declare and undertake :

That the above vehicle is well maintained and in a fit condition to be entered in this event.

That the above vehicle will be at least covered by an appropriate insurance policy for all third party risks and all cover required by the Road Traffic Acts. Both during the event itself and during travel to and from the event, the said vehicle will only be driven by those legally qualified to do so and will be covered by insurance.

I agree to save harmless and keep indemnified the event organisers requisites and servants, from and against all legal actions, claims, costs, expenses and demands in respect of death, injury, loss or damage to persons or property howsoever caused arising out of or in connection with my entry or my car taking part in this event.

Signed (Event Driver).....

TOC Annual Rally – Shropshire - Friday 29th June – Sunday 1st July

The Rally's itinerary is almost finalised.

On the Friday evening book into your accommodation and then meet at the Buckatree Hotel for a bar meal and chat.

On Saturday we will visit Acton Scott Historic Working Farm and then on to the Craven Arms Discovery Centre for lunch. Later we will drive on to the Museum at RAF Cosford where you can stay as long as you want – there is certainly plenty to see. The evening meal and entertainment will be at the Buckatree Hotel.

On Sunday we will spend the morning exploring Ironbridge and then on to Wroxeter Roman City. Our final stop will be at Attingham Park where we will set up the Club Shop and have the prize giving. All this for just £50 per person.

Room bookings for the Buckatree Hotel to be made direct – quote mart290612 – please book soon as we only have a certain number of rooms reserved. Phone 01952 641821.

Those wishing to camp nearby need to contact the Severn Gorge Campsite. Telephone 01952 684789.

Please complete the booking form below and send to

Martyn Baker, 23 Market Fields, Eccleshall, Staffs, ST21 6LA. 01785 850287

Booking Form – TOC Annual Rally 2012

Driver Details

Name

Address

Post Code

Tel No

Email

mobile

Passengers Details

Number

Names

Traction Details

Reg no

Model

Year

The Rally Fee is £50 per person.

This includes: Plaque and Rally details, aturday evening meal and entertainment, Aton Scott Museum, Craven Arms Discovery Centre, Wroxeter Roman City, Attingham Hall

It excludes accommodation and all meals (except Saturday evening).

Payment

- Cheque – made payable to “The Traction Owners Club Ltd”
- PayPal – to PayPal@traction-owners.co.uk please enter the Service as “Rally Fees”
- Credit Card – please fill in details below. (NB Credit card details cannot be accepted via email)
- Bookings can be made via the estore on the TOC website

Credit card details (MasterCard or Visa only)

Card number

Expiry Date

Name on Card

3 Digit Security Code

Signature

50 Years of the Finnish 2CV Guild Welcome to Sätäkälän Säpinät 18th - 22nd July 2012

Founded in 1962, the Finnish 2CV Guild is one of the oldest 2CV clubs in the world, it's time to celebrate our first 50 years! We want to invite YOU to party in a unique meeting site right in the middle of the best Finnish nature.

Finland has a long tradition of organising international 2CV events: 1st International Meeting of 2CV Friends in 1975, 10th World Meeting in 1993, 10 x Raid Laponie, 3 x Raid Mosquito... Our jubilee meeting will follow the traditions of those events.

For more details see the website: <http://www.2cv.fi/50/english/index-eng.html>

The 15th ICCCR Rally 9th-12th August 2012 Bulletin - January 2012

Current Bookings

Vehicles: 1,041 (including 229 Tractions), 386 from the UK, Australia 7, Austria 9, Belgium 55, Canada 3, Czech Republic 2, Denmark 17, Germany 88, Finland 1, France 170, Hungary 2, Italy 16, Ireland 4, Luxembourg 2, Malaysia 1, Norway 17, Netherlands 140, New Zealand 2, Portugal 3, Poland 4, Russia 1, Spain 1, Sweden 9, Switzerland 32, USA 12, Total 984 (excludes 57 "additional" other vehicles).

Participants: 2,085

We are now in the ICCCR Year – it is no longer 'next year', it is less than two hundred days away! If you have not already registered for the 'Greatest Citroën Show on Earth' – now is the time! Go to: <http://icccr2012.org.uk/new/en/index.shtml> to register now! The website is now fully translated into both French and German languages.

Right from the initial planning stages in 2006, ICCCR2012 has been shaping up to become one of the greatest all-Citroën events ever held. If you have attended any of the previous ICCCRs you will be aware that this is no small objective; for those who have never been to one before, don't think of it as a slightly larger 'national event' because the scale and scope of the meeting makes it a totally different experience. We already have over 1,000 cars and more than 2,000 participants registered – and we are aiming for over three times that number!

The ICCCR is for everyone – for every model and year of Citroën from 1919 to the present, and for everyone with an interest in Citroëns. It is for families, as well as enthusiasts; it is for a holiday in Yorkshire, as well as the Rally. We expect every model of Citroën to be represented – bring yours and be part of this incredible diversity. You will see everything from cars that you barely knew existed to cars that are simply much-loved by their owners.

We are very proud to have been selected by the Amicale Citroën Internationale <http://amicale-Citroën-internationale.org/> as Citroën's Event of the Year for 2012; the Rally benefits from official manufacturer support, and we are working closely with Citroën at all levels. A meeting with Marc Raven and Neville Staines of Citroën UK is currently being arranged, and will be attended by Brian Drummond, Bernie Shaw and David Conway. The local dealer in Harrogate is David Fox Ltd, <http://www.davidfox.net/> located adjacent to the Showground. Following discussions with the Dealer Principal, David Fox, he has offered the event his full support.

'Keep Left' – if the steering-wheel is on the right, it may be in the Museum! This will display examples of Citroëns built in the Slough factory to a uniquely-British specification, together with some of the most remarkable British-owned cars. And then there are the cars from Citroën's own 'Conservatoire' – unique prototypes, some leading to the production cars that we all know, some never reaching production – all offering a fascinating glimpse into Citroën design. There's more – British-market 'Everyday Citroëns' through the years to the present day, showing what the 'car in the street' was like – this could be yours!

Men of many parts – a wide range of trade stands, both indoors and outside, will be selling absolutely everything to do with Citroën. Parts, books, models, restoration, accessories, memorabilia – if you need it (and even if you don't!) it will be here. Bookings for trade stands are rolling in from all over Europe – if you are a Citroën specialist and you want a stand – you need to contact us now! http://icccr2012.org.uk/new/en/traders_info.shtml

It's not all about the cars – as participants, you are the most important part of any event. We have lots of places for you to meet and talk; enjoy a meal or a drink whilst watching the Rally unfold around you. A choice of restaurants, bars and food-vendors (many in their H-vans!) will offer a wide range of food to suit all tastes and pockets, with both Yorkshire food and beers, and worldwide meals on their menus.

Cars are meant to move, and there will be a full programme of themed displays, competitions, Concours d'Elegance and much more taking place every day in our arena: manoeuvring, dismantle-and-rebuild, and just for fun!

Together with the top-quality catering, we have top-quality entertainment – this isn't going to be just some guys making a noise in the corner! Whether outdoors during the day, or in our two entertainment halls every evening, we have a

remarkable variety of bands to entertain you – there's something for everyone every night from Wednesday, until our Grand Finale on Sunday evening featuring the world-famous Ukulele Orchestra of Great Britain!
<http://www.ukuleleorchestra.com/main/home.aspx>

Sunday evening? This is a good time to remind you that this is a full four-day Rally – aim to arrive on Wednesday, and leave on Monday. Right from the opening ceremony on Thursday morning until Sunday night, we have a full programme of events to keep you entertained and amazed. You will need all four days to see it all - if you can! Day visitors are welcome, but you will get no more than a flavour of the full ICCCR experience.

The day is not enough! - for those who want to stay up most of the night, two venues will stay open very late; bring your own drinks, sit and chat, pick your own music on the freeplay CD jukebox. Don't blame us if tomorrow passes you by....

ICCCR2012 is not just about the British showing how we run an ICCCR – it is our party, and you are all invited! Every Citroën club, association, and register worldwide is invited to take up our offer of free display space – including some indoor space in the pavilions – to show off your club's activities. Contact us now to find out more!

Something to sell? It's not all about the professional traders – if you have a car or some parts to sell, take advantage of our free autojumble, taking place under cover every day until early afternoon. Private sales and 'car-boot' pitches only.

Although there will be lots to see and do at the Rally, you may want to take a break from time to time, so why not board our free heritage bus service - operating every half-hour during the day - to take you into central Harrogate? Traditional British double-deck buses, restored and operated by enthusiasts, will tour this beautiful spa town, allowing you to shop, eat or simply see the sights.

Beyond Harrogate, go further afield and explore the amazing variety that is Yorkshire – we hope that you will stay on after the Rally to do just that! We will have everything you need to know to visit York, Leeds, the Pennines, Moors, Wolds and more – historic sites, free national museums, country houses, preserved railways – it's all within easy reach.
<http://www.yorkshire.com/>

We said that the ICCCR was for everyone, and that includes children, with a programme of entertainments for children of all ages (up to about 75, from previous experience!) Everything from face-painting and traditional Punch-and-Judy, to videogames in a dedicated 'Chill-out Zone' for the teenagers.

With all this excitement, you need to sleep at some time – free camping is included in the registration fee. The campsite is large, mainly level, with flush toilets and hot showers, and right next to the main event site. There will be general, noisy and quiet areas, and security patrols. You can reserve an electrical hook-up in case of medical need – contact us! You don't even need to bring any food – our full-size supermarket (and petrol station) is on-site, as well as all the event catering.

This is only an outline of everything currently planned and arranged – there's much more! See the 'Programme' page at <http://icccr2012.org.uk/new/en/programme.shtml> for full details.

All this would not be happening without the many people who have already volunteered to make it possible – but we need many more. One of the great things about the ICCCR is its ability to bring together people who have never met, working together with a single aim. There is only one ICCCR2012 Team, irrespective of your club membership, and everyone is welcome to become involved. So why not be more than a participant, and help to create the 'Greatest Citroën Show on Earth'? This will be the first time that an ICCCR has been held in the UK for 28 years, so you won't get another chance for a while... Don't just sit on the sidelines and mutter about how it ought to be – help make it happen!

So what does volunteering mean in practice? Well, first of all, you still have to pay for your registration; everyone does, although there will be some organisational perks! All volunteers will be acknowledged during the Rally, and credited in the book of the event. The main thing, though, is that you will have the chance to contribute to the event and help make it the way you would want it to be.

We know from previous events that there is a huge range of expertise within the memberships of the three partner clubs – now is the time for you to come forward and show us what you can do! If you have particular skills that could be relevant, we'd certainly like to hear from you, but don't be put off by a lack of experience – enthusiasm and commitment are far more important. No-one on the Team has ever organised ICCCR2012 before!

All kinds of jobs are contributing to a successful ICCCR - Some of these involve a degree of 'desk work' from now until the rally; others require practical fabrication and assembly skills, whether on-site or elsewhere. As you would expect, the largest number of people will be needed both in the build-up period and throughout the Rally itself.

If you would like to join the Team, have any questions, or any suggestions to make a great event even better, simply contact us at: <http://tinyurl.com/ICCCR>

Contact info: email: info@icccr2012.org.uk, phone: 07766 785563, post: ICCCR2012 Ltd, 151 Tadcaster Road, York YO24 1QJ, North Yorkshire, UK.

See you in Yorkshire for ICCCR2012 – the 'Great British' Citroën Event!

Eeee' by Gum!

Nigel Wild

Bourse d'Echange, L'Aigle – Basse-Normandie – 21st October 2012

It must be some ten years since I was able to visit the annual Bourse held in the small town of L'Aigle. The date is always the third Sunday in October, which had always been a working weekend for me. However retirement has opened up a whole new range of possibilities for adventures and a visit last year seemed to be a jolly good idea, particularly as I am looking for various parts for the rather too many projects that presently lurk in my garage.

I booked a night ferry with the splendid LD Lines (recommended for a budget long crossing, with clean boats and cabins, helpful and friendly staff, despite the perhaps not too convenient sailing times) for the Saturday night before the event. Being positioned right behind the stern door we were first off the boat in the morning and quickly away through the streets of Le Havre and under the well known "passage souterrain". Why do so many English tourists avoid these underpasses and line up together at the tedious traffic lights? Soon we crossed the 'Pont de Normandie', eerily driving up into the bright morning sunlight out of the mists on the Seine, before plunging back into them again on the other side.

The Traction went well and by ten o'clock we were rolling into L'Aigle having followed for some thirty kilometres a pre-war Chenard-Walker saloon. The base for the event is the 'Hall du Gru', a sort of Agricultural cum Cattle Market just on the outskirts of the town centre, and is an ideal base for the event with free entry and free parking for "automobiles de collection". I was waved in to park with the other Tractions on display, having first been given a chit for a free drink and snack, and was later pleased to see that I was one of only four pre-war cars present. However, although I did not count them, there must have been 8 or so Tractions present, all lined up and facing a similar number of DS and ID cars. Behind us two lines of 2CV's swelled the ranks, and round the corner there were even more cars, including a vast number of the AMI version of the 2CV, more than I have ever seen in one place actually! The Tractions included pretty well all of the various models, including Commerciale, Légère, Normale saloons and just the one décapotable. I was able to have a short chat with the owner of a 1938 Légère very similar to mine, just out a complete rebuild and very smart it looked. I was also able to speak to one of the organizers of the event, also a Traction owner, who told me the event has grown 20% in size every year for the last few years. The overflow part of the car parking also contained a large number and wide variety of cars, including a lovely Talbot-Lago and an early 1920s Mors as well as a number of rear wheel drive Citroëns and a wide selection of American vehicles. Another corner had been taken over by Military vehicle enthusiasts, and include various

models of Jeep, as well as GMC and Dodge trucks and even a White armoured car.

As to the Bourse itself, well there must have been a hundred plus stands to explore.



This was the 14th Bourse that the organising Club, Les Amis de la Traction Club de L'Aigle, had organised. 10 years ago I remember quite a small affair, based mainly in the large hall with some other stalls outside. This time I was pleased to find the event had grown and was much bigger. The hall was full of stands, but the outside stalls now covered a very big area and flowed out into an adjoining paddock area as well. Many of them were selling spares for rather modern vehicles, what the French are now calling 'Youngtimers' I believe. So if Renault 5 and Citroën Saxo is what turns you on then you would have been be more than happy. However, it was good to see a large number of stands offering parts for much older vehicles. There were a number of stands with Traction parts, including mechanical and bodywork items and I was pleased to find a virtually full set of wheel nuts for my car. The pre-war cars with the Pilote wheels have a unique brass wheel nut and mine are worn on the flats, but the set I picked up look almost new and unused. I was also looking for 1920s parts, and found a couple of nice ammeters, a switch panel and various other odds and ends. I couldn't find any nice early 1920's headlamps though, oh well no rush, plenty to do on that particular car before I need them! I was also pleased to find a windscreen for a pal's 1921 Citroën A Type tourer which just fitted in the back of the Traction for the journey home!

L'Aigle is about 75 miles from Le Havre, easily done in a couple of hours, and I recommend a visit to all TOC members. Normandy can be delightful in the Autumn (we were blessed with temperatures of around 25 degrees on the day!) and perhaps it could be the start or end of a short break with your Traction this year?

Mike Tebbett

Proposed 2013 International Gathering of the TOC at the Chateau du Ludaix Marcillat-en-Combraille, the Allier, Auvergne, France Bank Holiday Weekend May 4th-6th 2013

Long standing TOC member David Morton is offering to host and organise an International Gathering of the TOC over the Bank Holiday weekend May 4th-6th 2013 at Chateau du Ludaix, a hidden treasure in the centre of France.

Marcillat en Combraille (03420) is 410 miles from Calais; 200 miles south of Paris and sits on the end of the chain of the Puy Volcano's, featured in the Volvic water adverts on TV (we call it bottled water -they call it rain!)

It is near Montlucon and 55 minutes north of Vichy and Clermont Ferrand. It is France for the French, not a tourist area, and hides many treasures. Some of interest are the historical sites of the resistance movement of the Second World War.

David owns and operates Chateau du Ludaix, which is in the centre of this small rural town.



It has 12 bedroom suites to accommodate up to 22 guests, lounges, and parkland and grounds with secure parking. Five minutes walk away is further accommodation at another more modern chateau which offers 25 hotel style bedrooms. There is also an event room that offers indoor dining for up to 60 people.

David and his team propose a programme of activities for all comers:

- Full board accommodation: bed, French breakfast, dinners – one formal and one informal; tea, coffee, snacks, wine and beers, water and soft drinks
- Secure overnight parking; plus petrol and recovery services offered by the local Garage

- Reception by the Mayor in the Town Square and press call
- Meeting with the local vintage car club
- Open house for passengers: pool, games and garden activities and a programme of retail therapy and visits to local markets/bars etc.
- Optional local circuit visiting places of interest within 30km – treasure hunt including an SOE landing site; resistance camp in the woods (weather permitting access on tracks); Museum of the resistance in St Gervais; and a range of local villages accessed through wonderful small lanes.
- Driving skills test/competition on suitable local off-road facilities
- Formal Champagne reception and dinner Sunday evening with musical entertainment

If interest is shown he could also develop:

- a visit to a vintage car collection;
- a talk or DVD presentation by a member of the local Resistance
- a programme of relevant films in the evening
- a visit to the Michelin tyre factory and possibly their test track;
- a tour and display of our cars at various towns in the area.

These ideas he will develop if the TOC feel appropriate.

Costs for full package (lunches not included) with arrival during Saturday the 4th of May and departure during the 6th of May:

Based at Chateau du Ludaix

www.chateauduludaix.com

370 euros for 2 persons

Based at Chateau du Courtioux

www.chateau-du-courtioux.com

300 euros for 2 persons

Day rate for all activities but book own accommodation (list supplied on request)
50 euros per person

To register your interest contact either Paul de Felice on 01992 890975 or email him at events@traction-owners.co.uk or email David Morton at david@rapport-online.com.

Classified Adverts

Classified Adverts - Current Members

1. Small adverts are free and are for the disposal of vehicles and parts that are their personal (private) property.
2. Adverts for accommodation are charged at £6 per insert plus VAT at 20% = £7.20.
3. Advert submissions should include your membership details or payment.
4. Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue, although every effort will be made to publish an advert in a specific month if requested.
5. Please write legibly, and if you email your advert please only use plain, unformatted text and no colours.
6. The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes.
7. Adverts for VIN plates, V5 documentation etc. will not be accepted.
8. Adverts received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.
9. Members must advise the Editor that publication is no longer required.
10. Adverts are only accepted by post or email and must be sent to the address below. If ads. are sent to any other address they will be delayed and may even fail to appear at all.

Classified Adverts - Non-members

Lineage adverts cost £12 per insert plus VAT @ 20% = £14.40. There is a cost for photo's dependant upon size.

Trade Display Adverts

Trade display adverts cost £240 per full page; pro rata rates apply for panel advertisements less than one page. Other trade adverts cost £5 per column centimetre. VAT at 20% is applicable to trade display adverts.

Payment

Please make cheques payable to 'The Traction Owners Club Ltd'.

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Cars for Sale' and 'Parts for Sale' sections of this magazine will be displayed on the **TOC** website approximately one week after the magazine is published.

In the past advertisements on the **TOC** website have attracted attempted 'phishing' and 'cash back fraud' attacks on **TOC** members. Members should therefore maintain the utmost vigilance when dealing with responses to their advertisements.

If in any doubt check the following websites for advice on what to look out for:

<http://www.met.police.uk/fraudalert>
<http://www.binary.co.uk/chequescam>

Please send advertisements to the Editor:

Den Hewitt, TOC Adverts,
Eastern Cottage, 62 Claverham Road, Yatton,
North Somerset, BS49 4LD.
email: editor@traction-owners.co.uk

CARS FOR SALE

FOR SALE: Light 15 1955 RHD, Black,



good bodywork, excellent engine, MOT, Pilote wheels, new Michelin radials, restored leather front seats, new spot lamps, excellent chrome. Used regularly by me last 26 yrs. Only 3 previous owners. (I have the original logbook). Extra wheels and tyres. £7,500 ono.
Keith Boyes, Swanland, close to Humber Bridge, East Yorkshire, Tel: 01482 631088 or 07752 851161

FOR SALE: 1937 Slough built RHD



Light Twelve, small boot. Dark Blue (almost Black). Pilote wheels. Wooden dash (perfect). New carpets. Good headlining. Leather seats, worn but OK. New sills and floor pan (2000). New exhaust (2007). Not charging too well - may need new carbon brushes. Unleaded conversion and high final drive (cruises at 70mph). Practicable and pleasurable. Good condition, not concours. Best offer over £10,000. **Can be seen near Bedford. Contact by fax only Peter Mavrogordato 01234 391232**

FOR SALE: 1937 Citroën Lt Twelve.



Dark blue, right hand drive with sunroof. Built in Slough and restored in the 1990's; it retains many original features including leather seats and wooden dashboard. Engine in sound condition. MOT valid until June 2012. Further details and more pictures available on request. Located in Bangor, North Wales. Offers in region of £6,500.

Please call Vanessa Anderson on 07901 662315 or email: vanessatwthill@hotmail.com

CARS FOR SALE continued

FOR SALE: 1953 Slough Light 15. Big boot.



Black with red leather interior. 11D engine, radio, heater, seat belts. An older restoration, tidy and reliable but would benefit from door-bottom attention. In daily use. £6,750. **Contact John Gillard. 0207 358 9969 (24 hrs)**

FOR SALE: 1954 15/6 Familiare (with 3 foldaway seats) in perfect condition only 111,000 kms (engine 13,000 kms).



Everything is new; paint, tyres, brakes, chrome etc. Inside original mohair in excellent condition. Photos available.



I have owned the car for 30 years. **The car can be seen near Paris. Contact Thierry Grès by email tgres@noos.fr or phone +33 (0)6 14 46 28 83**

FOR SALE: 1953 11BL Big Boot. Black. First registered in the UK Feb 2001. Previous owner Mark Harding. Very original car. Engine and gearbox overhauled by Mark. All bills and history. Unused last 4 years. Reluctant sale due to lack of space.



£5,200. Danbury, near Chelmsford. **Tel. Harvey Hoar on 01245 223940 or email to nightingales.charity@virgin.net**

BODYSHELLS FOR SALE

FOR SALE: Repaired bodysHELLS or we can restore to your requirements:-

1955 Light 15 with sunroof, 1955 Light 15, 1950 11BL, 1953 11BL, 1953 11F.

Contact Classic Restorations 0207 358 9969 (24 Hrs)

CARS WANTED

WANTED: Pre-war 11BL with current MOT. Please call Julian on 07957 291888 (London)

WANTED: RHD Big 15. Condition of engine, gearbox and paintwork not relevant. Please 'phone Gerry on 01455 844648

WANTED: Citroën H van in any condition. Please 'phone Paul Jacobs on 01284 850179 or 07751 347089 or email ppjacobs@btinternet.com

WANTED: Small boot Traction Avant. Must be lhd and black and in nice condition. Please 'phone Mark Buckley on 02392 755990 or email profpropren@hotmail.com

WANTED: Long term TOC member wishes to purchase a Traction Normale. Looking for a car which is ready to use and in reasonable to very good condition.

Please contact John Cresswell on 0208 560 3261 (home) or mobile: 07540 426451 or email: jcross23@aol.com

WANTED: 1950-52 11BN with current MOT, not a restoration project. Call Mike on 02077039742 or 07761608656 or e-mail wilcock@baconsctc.co.uk

WANTED: Traction Légère or Normale - LHD, dark colour preferably black, in good condition and ready to use. Sensibly priced.

Contact Alan 07956 527090 or email alancroft9@aol.com

PARTS FOR SALE

FOR SALE:

Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars.

130/140X40 and 150/160X40 Michelin SCSS for early cars.

Official Michelin Distributors for the UK.

Mention you are a TOC member.

We also balance traction wheels for free. **www.longstone.com 01302 711123 sales@longstonetyres.co.uk**



FOR SALE: 12V Lucas starter motor, dismantled; armature re-cut, cleaned, re-sprayed, tested and works well and ready to fit. No. 418G CJ24 25502A. This one has solenoid built onto end of back plate. Price reasonable. 'Phone Andy on 01339 886290

FOR SALE: Pair of Marchal TP478 headlamps. Complete and in very good condition except that they are grey in colour so will need re-spraying to match body colour. £50 plus postage. Located near Bristol.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

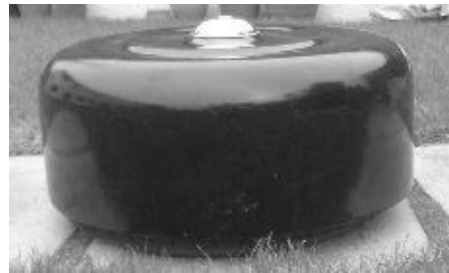
FOR SALE: Marchal TP 478 headlamp lens - good condition. £5 plus postage. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

PARTS FOR SALE continued

FOR SALE: New 11B, C or F 50 litre fuel tank for cars before July 52 with the large filler neck. This is unused and complete with fuel inlet pipe, banjo and copper washers, drain plug with strainer and copper washer and inner and outer filler pipe rubber seals and flexible filler extension for 11C or 11F. £200. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: Pre '52 (moustache) 11B front bumper, does not need re-chroming but it has an extra hole to the left of the French number plate. £75 plus carriage. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: Double capacity spare wheel cover for sale. Does not take the chrome ring.



These were used around time of the war and can be seen in some of the Citroën Traction Avant books showing pictures of cars around that time. £100 but needs collecting. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: Robri rear wing embellishers - pair of 216's for all models before 15/1/1938. £35 plus postage. Pair of 216-GS's for 11 and 15CV after 15/1/1938 but prior to 1953 £25 plus postage. Located near Bristol.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk#

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. £200 plus postage. Brass buckets are also available but they have hairline cracks in them. Located near Bristol.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: Garage Clearout, mostly Light15, some Big15, Brake back plates and drums, Front hubs and wishbones, Complete sub frame/front cradle, Rear arms for back suspension, Steering rack, Radiator, 6 and 12 volt dynamos, Light15 and Big15 driveshafts. **Tel Mick, evenings 01939 220254**

FOR SALE: Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+.

Email: Mick@popka.co.uk. Tel: 01904 701005. Next day despatch.

PARTS WANTED

WANTED: 11D air cleaner housing. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

PARTS WANTED continued

WANTED: Pre April 1952 (no slots) 11BL French road wheel for 165 x 400 tyre **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

WANTED: Post April 1952 (with slots) 11B French road wheel for 165 x 400 tyre **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

WANTED: 'Ladies head' bonnet mascot for an 11BN. **Tel: Stephen Prigmore 07759 372242 email stephenprigmore@hotmail.com**

WANTED: 1 or 2 Pilote wheels. **Contact Dan Uprichard tel 07831548803 or email dan.uprichard@mcgrigors.com**

ACCESSORIES FOR SALE

FOR SALE: Two original Lucas SFT 700S - 7" Spot / Fog-light Shells with bezels. (1950/60s era). Re-chromed; very good condition. Lucas 7316, or similar, lamp units (not included) will fit. £100 the pair. Photos on request. Can post from Normandy, France at cost.

For further details: Martin Nicholson: email vicmarnic@wanadoo.fr Tel/fax 0033 233 610 015.

ACCESSORIES WANTED

WANTED: Marchal 12 volts Supersport Ignition Coil It is red in colour. Must be new old stock or in correct working order.

WANTED: Marchal 12 volts Ignition Coil. Mainly silver in colour. Must be new old stock or in correct working order.

WANTED: O.S capillary/mechanical Oil Pressure Gauge to match O.S Water Temperature Gauge This is a French gauge and will be marked PRESS HUILE with the marque O.S. underneath. The glass is convex and the measurement will be in Bars



Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

MISCELLANEOUS FOR SALE

FOR SALE:

"Long Live the Traction" a 39 page coloured booklet brought out in 1984 to celebrate the 50th anniversary of the Traction Avant.

"Running in your Citroën" a 19 page booklet dated 1948 by A.H.Stuart Ph.D., Bsc.

Both items in good condition and make fascinating reading. They are both in English. £28 the pair including postage **Tel. Mike Wortley on 01509 502708**

FOR SALE: Citroën 15CV TA (1938) 1/24 scale model kit (pre-painted metal body and plastic parts) by Burago (Italy) - £12.50 plus £2.50 P&P

Tel: Robin Dyke - 01865 858555

FOR SALE: Citroën Traction Avant Tariff's (sales price lists) No.68(a) 15/10/1945, 69B 1/5/1946, No.70 2/10/1946

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

classic tyres for your classic

authentic tyres from the ultimate tyre authority

- FREE DELIVERY ON UK ORDERS OVER £50
- FRIENDLY, EXPERT ADVICE FROM CLASSIC ENTHUSIASTS

 **DUNLOP**

 **AVON**

 **HENGSHIN**

 **ENSIGN**

vintage tyres.com

sales@vintage tyres.com

phone: 01590 612261

fax: 01590 612722

VINTAGE TYRES



Citroen Classics

Tel: 01784 452299

- * PARTS * SERVICING * REPAIRS *
- * RECONDITIONING * ELECTRICAL *

OUR ON SITE BODYSHOP IS NOW
OPEN FOR:

- * RESTORATION * RUST REPAIR *
- * PAINTWORK * RUSTPROOFING *

Ask about weather proofing your doors!

www.citroenclassics.co.uk

Unit 8, Tims Boatyard, Timsway, Staines, Middlesex,
TW18 3JY

TOC CLUB SHOP

For a range of
clothing
models
books
signs
posters
gifts
for the Traction enthusiast

contact

Steve Reed

1 Terwick Cottage, Rogate, near Petersfield,
Hampshire, GU31 5EG tel : 01730 821792
email : clubshop@traction-owners.co.uk



Policies include as standard:

- ✓ Discounts for Club Members
- ✓ Motor Legal Expenses
- ✓ 24 hour Breakdown Recovery (UK and European)
- ✓ Personal Accident to include Road Rage & Carjacking
- ✓ Agreed Value, Limited Mileage and Multi-Vehicle options are also available.

Whatever your pride and joy, rest assured, we'll get you covered.*

The enthusiasts' favourite for over twenty five years, Footman James is one of the leading specialist insurance brokers.

With a UK client base of 140,000 owners of classic and vintage vehicles, Footman James consistently uses its enormous influence to arrange our best deal for you.

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted our best policy.

Talk to us soon.



Quoteline: **0844 826 4545** www.footmanjames.co.uk

*Subject to eligibility criteria. Footman James is a trading name of AXM Limited, which is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be monitored or recorded for your protection. FR 5/23/2011



COMPETITIVE RATES on modern car, motorcycle, home and contents insurance

The Classic Citroën Insurance
Run for enthusiasts by enthusiasts
since 1965



Discounts for Traction Owners Club members

Agreed value for Citroën cars more than 10 years old

Discounts for limited mileage

Option to retain salvage

UK & European breakdown cover available

Call us now on
0845 373 4777

Ref: CTOC

Quote & buy online at
www.heritage-quote.co.uk

Authorised and regulated by the FSA. Calls may be monitored or recorded for your protection



Longstone
CLASSIC TYRES

www.longstonetyres.co.uk
Tel: +44 (0) 1302 711 123

